

URBAN/MUNICIPAL

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AGENDA OF THE TRANSPORT
AND ENVIRONMENT COMMITTEE

JANUARY 17, 1994-

URBAN/MUNICIPAL

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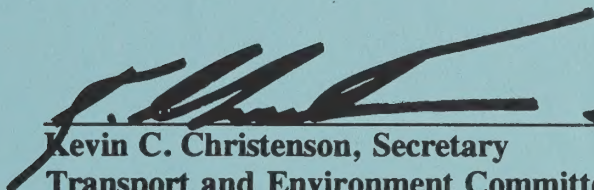
1994 January 13th

NOTICE OF MEETING

URBAN M.
JAN 1994
GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

**Monday, 1994 January 17th
9:30 o'clock a.m.
Room 233, City Hall**


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

1. **DELEGATIONS:** (9:30 o'clock a.m.)
 - (a) Sale of Portions of a Closed City alley
73 Murray Street East
 - (b) Proposed Closure:
Portion of Alleyway adjacent to 95 Ferguson Avenue South
 - (c) Road Closure:
Portion of West Side Upper Kenilworth Avenue
 - (d) Intersection of Bell Manor Street and Berkindale Drive
 - (e) Overnight Parking on Locke Street South
Mr. D. Elliot

2. **CONSENT AGENDA**

3. **DIRECTOR OF PUBLIC WORKS**

- (a) Removal of Trees - No. 355 Bay Street North
- (b) Recycling of Christmas Trees
- (c) 1994 Proposed Road and Sidewalk
Capital Improvement Programme

4. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

Decontamination of PCB's by PPM Canada Inc. for
Hamilton Hydro-Electric System Hamilton, Ontario

5. **DIRECTOR OF TRAFFIC SERVICES/DIRECTOR OF PROPERTY**

Traffic Operation Centre, 1375 Upper Ottawa Street

6. **CITY SOLICITOR**

Expropriation of 20 metre wide
portion of lands for a local highway: Future Gagliano Drive

7. **DIRECTOR OF TRAFFIC SERVICES**

- (a) Upper Gage at Edwina/Thorley - School Crossing Guard
- (b) Intersection of Caroline Street South
and Duke Street - Intersection Control

8. **REGIONAL CLERK**

Transportation Services Committee
Temporary Recovery Point for York Route in Strathcona Neighbourhood

9. **OTHER BUSINESS**

10. **ADJOURNMENT**

Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Criteria and report of School Crossing Guards	1992 January 6	Director of Traffic Services	Comprehensive Report Pending
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner of Transportation/ Environmental Services	Report Pending Public Meeting
3.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
4.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
5.	Three-way Stop - Mount Pleasant Drive and Pearson Avenue	1993 July 19	Director of Traffic Services	Report Back 1994 January
6.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
7.	Brucedale Avenue and East 8th Street - Intersection Control	1993 October 18	Director of Traffic Services	Report Back 1994 April
8.	Brucedale Avenue and East 25th Street - Intersection Control	1993 October 18	Director of Traffic Services	Report Back 1994 April
9.	Walkway - Fontheill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Director of Public Works	Report Back 1994 February
10.	Development Costs - No. 204 Chesley Street	1993 Dec. 6	Senior Director, Roads Department	Report Back 1994 January
11.	Two-Man Sanitation Crews - Canadian Union of Public Employees, Local 5	1993 Dec. 6	Director of Public Works/C.A.O.	Report Back

Kevin C. Christenson, Secretary
1994 January 17th

Inventory of the Collection

Inventory List

Inventory Number	Accession Number	Date Acquired	Description of Item
1	100-1-1	1950	Book: The History of the United States
2	100-1-2	1951	Book: The Constitution of the United States
3	100-1-3	1952	Book: The Declaration of Independence
4	100-1-4	1953	Book: The Bill of Rights
5	100-1-5	1954	Book: The Federal Reserve Act
6	100-1-6	1955	Book: The National Security Act
7	100-1-7	1956	Book: The National Defense Education Act
8	100-1-8	1957	Book: The National Aeronautics and Space Act
9	100-1-9	1958	Book: The National Traffic and Motor Vehicle Safety Act
10	100-1-10	1959	Book: The National Highway Traffic Safety Act
11	100-1-11	1960	Book: The National Traffic and Motor Vehicle Safety Act
12	100-1-12	1961	Book: The National Highway Traffic Safety Act
13	100-1-13	1962	Book: The National Traffic and Motor Vehicle Safety Act
14	100-1-14	1963	Book: The National Highway Traffic Safety Act
15	100-1-15	1964	Book: The National Traffic and Motor Vehicle Safety Act
16	100-1-16	1965	Book: The National Highway Traffic Safety Act
17	100-1-17	1966	Book: The National Traffic and Motor Vehicle Safety Act
18	100-1-18	1967	Book: The National Highway Traffic Safety Act
19	100-1-19	1968	Book: The National Traffic and Motor Vehicle Safety Act
20	100-1-20	1969	Book: The National Highway Traffic Safety Act

1 (a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 07
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Sale of portions of a closed City alley. (R-94-11)

RECOMMENDATION:

- a) That portion of alley adjacent to 73 Murrarby Street East, shown as Part 1, on Plan 62R-12253, be sold to Nadia Medill for the sum of \$1.00.
- b) That the By-Law to carry out the sale of the said lands be enacted by Council.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The subject alley is owned by the City of Hamilton as the result of an alley closure by Judge's Order No. 155715, registered June 10, 1993.

(Cont'd pg 2)

- Page 2 -

1994 January 07

Sale of portion of a closed City alley

BACKGROUND (cont'd):

The City Council approved the sale of portions of this closed alley by adopting Item 23, of the 11th Report, of the Transport and Environment Committee on 1993 August 31, for a sum of \$1.00. We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received.

Therefore, it is necessary to pass this By-Law in order to complete the sale.

cb:KML

Encls.

cc: Mr. F. Angelici, Planning Department

cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

THE SALE OF PORTION OF AN ALLEY
ADJACENT TO 73 MURRAY STREET EAST
CLOSED BY JUDGE'S ORDER NO. 155715 (93)
PART 1, ON PLAN 62R-12253

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 23, of the 11th Report of the Transport and Environment Committee on 1993 August 31, authorized the City to sell part of an alley, being more particularly described as Part 1, on Plan 62R-12253;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of alley adjacent to 73 Murray Street is hereby to be sold, described as;

Part of an alley lying immediately west of Lot 7, Registered Plan No. 271, designated as Part 1, on Plan 62R-12253, as closed by Judge's Order registered as Instrument No. 155715 (93).

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the soil and freehold of the said closed portion of an alley, designated as Part 1, on Plan 62R-12253, be sold to Nadia Medill or her successors in title for the sum of \$1.00 in accordance with the provisions of the agreement dated July 21, 1993, subject to the highway closing and sale in the Municipal Act.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

CITY OF HAMILTON
- RECOMMENDATION -

1 (b)

DATE: December 31, 1993
T103-03 (302) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Proposed Closure: Portion of Alleyway Adjacent to
95 Ferguson Avenue South

R-94-01

RECOMMENDATION:

- a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1990 for an order to stop-up, close and sell the northerly 1.0m x 20.0m of the public unassumed north/south alleyway adjacent to #95 Ferguson Avenue South:
 - i) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
 - ii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
 - iii) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.
 - iv) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
 - v) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

Cont'd...

Portion of Alley Adjacent to #95 Ferguson Ave.

Cont'd...

- b. Provided the Judge's Order to close the highway is granted:
- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed portion of the alleyway to the abutting owner;
 - ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the by-law.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from R. Boyko agent for the owner of 95 Ferguson Avenue to close the 1.0m x 20.0m portion of the adjacent east/west alleyway.

The applicant discovered through a title search that a portion of the building of #95 Ferguson Avenue was inadvertently built on the public unassumed alleyway. The alleyway is presently 4.092m wide and the proposed closure limit request is 1.0m. An investigation by this Department has determined that the closure will not adversely affect any persons now using the alleyway.

The present alley system is in the block bounded by Ferguson, Hunter, Liberty and Grange. The alleyway is "T" shaped with openings onto Ferguson and Liberty Streets.

This Department circulated a notice of closure to the affected municipal departments, public utilities and the abutting property residents/owners. No objections were received from any municipal department or public utility company.

Cont'd...

-page 3-
December 31, 1993

Portion of Alley Adjacent to #95 Ferguson Ave.

Cont'd...

The results of the notification to residents and owners are as follows:

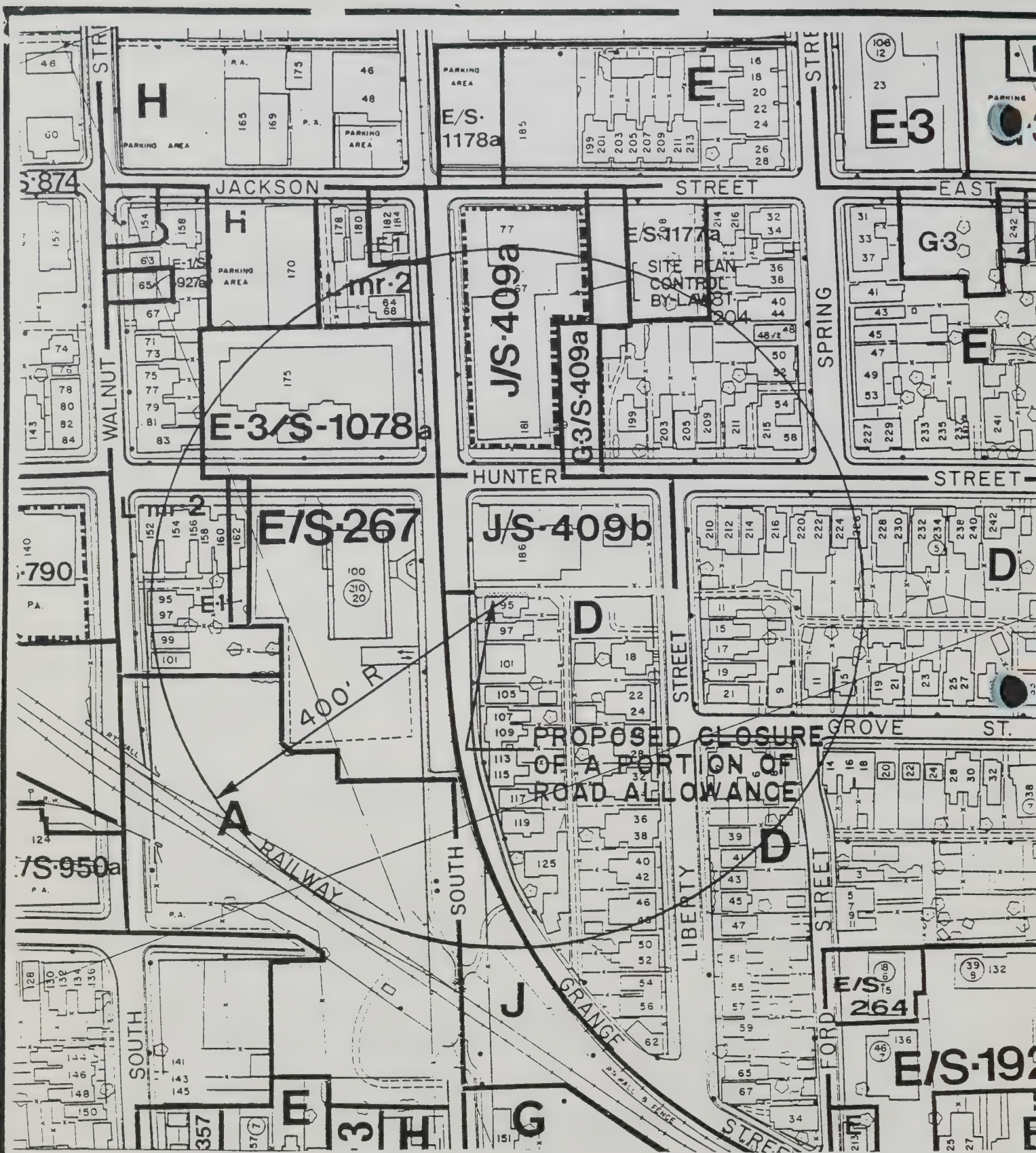
Total number circularized: 424

In favour: 2 Opposed: 9 No response: 412

Although there is some residential opposition to this application their concern is unfounded as the alley will not be altered in any way and the access for vehicular traffic will not change. The owner is seeking to rectify the current legal problems surrounding the portion of the building being on the unassumed alley. Since there will not be any physical change to the alley and that there is no municipal or utility opposition, this Department is in favour of the application.

giz JKC:

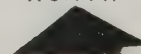
cc: A. Zuidema, Law Department
cc: Alderman V. Agro
cc: Alderman Wm. McCulloch
cc: M. Watson, Property Department (Real Estate Division)



LOCATION MAP FOR PROPOSED
CLOSURE OF A PORTION OF
ROAD ALLOWANCE



PROPOSED ROAD ALLOWANCE
CLOSURE



1(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 13
T103-03 (309) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Road Closure: Portion of West Side
Upper Kenilworth Avenue

(R-93-08)

RECOMMENDATION:

- a) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare a By-law for the stopping up, closing and sale of a portion of the Upper Kenilworth Avenue road allowance shown as Parts 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30 on Registered Plan 62R-11488 and, to stop-up, close and retain Part 31 as shown on Registered Plan 62R-11488:
- b) That the Commissioner of Transportation/Environmental Services be authorized and directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of Council's intention to pass the By-law;
- c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- d) That the applicant, provide an easement to Hamilton Hydro-Electric System for their plant in the subject area;
- e) That the applicant, provide an easement to the Region for sewer and water plant in the subject area;

cont'd...

-Page 2-
January 13, 1994

Proposed Closure: Portion of Upper Kenilworth Ave.

continued...


E. M. Gill P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N\A

BACKGROUND:

We have received an application from A. Johnman, solicitor on behalf of the abutting owners to close a portion of the Upper Kenilworth Avenue shown as Parts 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30 on Registered Plan 62R-11488. The subject portion is presently open City road allowance and has been declared surplus lands by the Property Department.

Our circularization is now complete and we report the following:

Area residents response;

Total number circularized - 56

In favour - 9 Opposed - 0 No Response - 45

Hamilton Hydro-Electric System and the Hamilton-Wentworth Region (Transportation and Environmental Services) has advised us that they have plant in the area and will require an easement in their favour.

Since there are no municipal departments opposed, and that all of the abutting owners have signed a petition supporting the application, this Department is not opposed to the proposed closure.

JKC:

cc: Alderman T. Jackson

cc: Alderman R. Charters

cc: A. Zuidema, Law Department

cc: M. Watson, Property Department (Real Estate Division)

1 (d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

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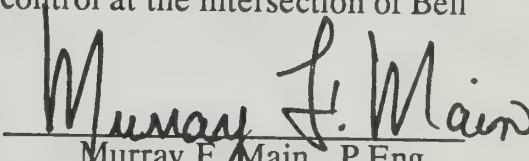
CITY CLERKS

SUBJECT:

Intersection of Bell Manor Street and Berkindale Drive - Intersection Control. [TEC-275-93]

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Bell Manor Street and Berkindale Drive.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted three-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually.

BACKGROUND:

Alderman Fred Eisenberger has advised of a request from Mr. Verma, No. 122 Berkindale Drive, that three-way stop control be implemented at the intersection of Bell Manor Street and Berkindale Drive to control the speed of traffic on Berkindale.

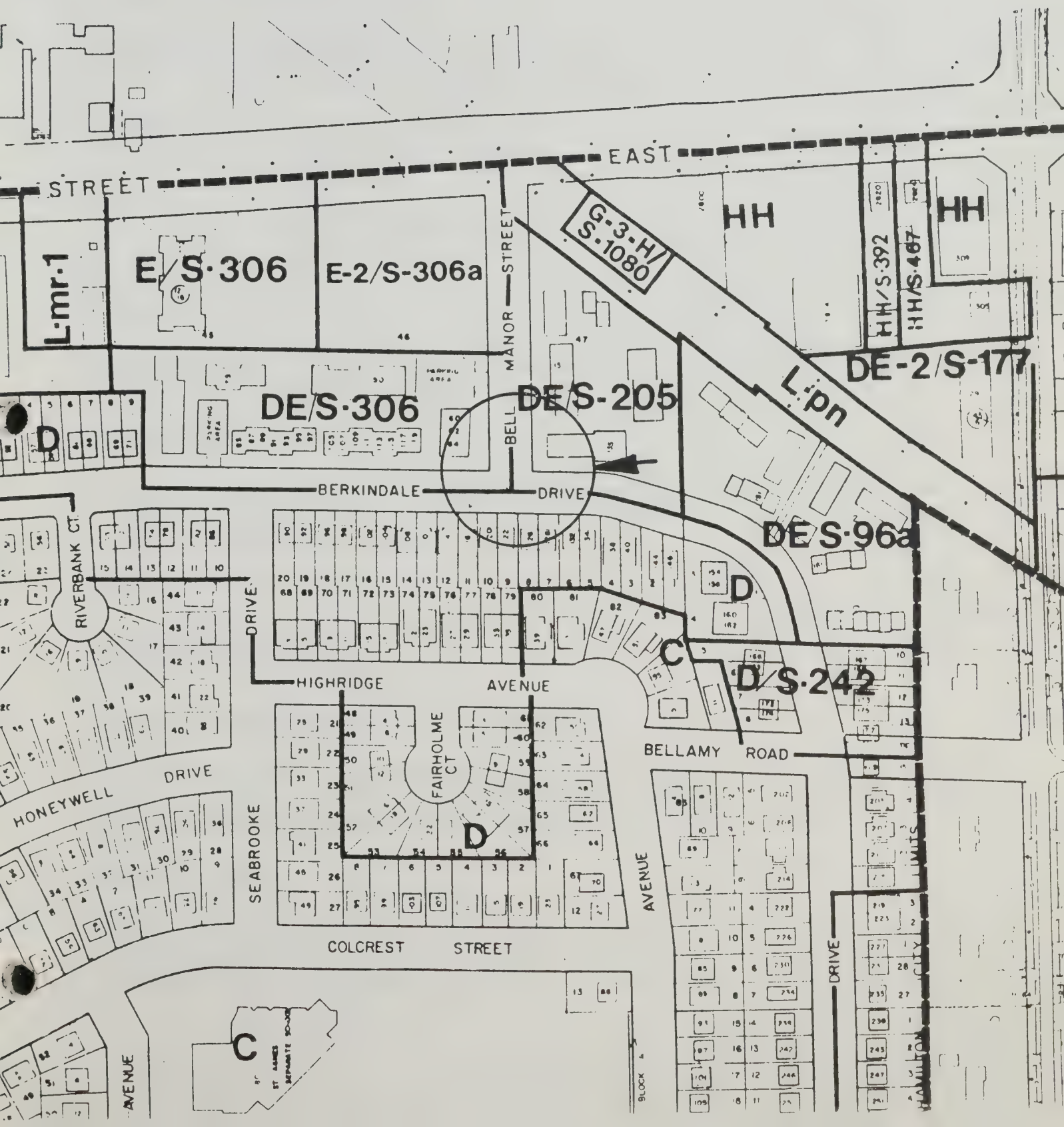
The subject intersection is a three-leg intersection, and presently, southbound traffic on Bell Manor is required to stop for eastbound and westbound traffic on Berkindale. Traffic Department records indicate that there have been no reported collisions at this intersection over the past seven years. This is an excellent collision record which could not be improved upon by the implementation of three-way stop control.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted three-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic and unwarranted stop signs create disrespect by motorists to the extent that the compliance of stop signs is deteriorating every year.

There is already an existing three-way stop at the intersection of Berkindale and Varga, which is only approximately 820 feet west of Bell Manor. Also, motorists are required to slow down to negotiate the curve in the road only approximately 100 feet east of Bell Manor.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Bell Manor and Berkindale Drive.


MT/CVB/ks



1(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 6

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

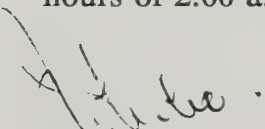
Mr. Doug Lobo
Director of Public Works

SUBJECT:

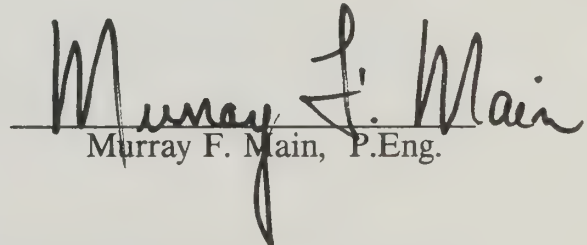
Request to allow overnight parking on Locke Street South between Aberdeen and Homewood Avenues [TEC-19-94]

RECOMMENDATION:

That, in accordance with the "Through Street" designation for Locke Street South between Aberdeen Avenue and King Street West, parking continued to be prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day.



Doug Lobo, Director
Department of Public Works



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Allowing parking to occur overnight on Locke Street South in the one block section between Aberdeen and Homewood would significantly increase the manpower and operating costs required to conduct street maintenance operations on this section of street.

BACKGROUND:

His Worship Mayor Robert M. Morrow and Aldermen Cooke and Kiss recently requested that the Traffic and Public Works Departments report to the Transport and Environment Committee respecting a request by Mr. David A. Elliot, 329 Locke Street South, that

parking be allowed overnight on Locke Street South in the block between Aberdeen and Homewood. Staff has reviewed this matter, and has the following report:

Locke Street South is a four lane commercial, neighbourhood collector with heavy commercial parking during the day and is designated in the Traffic By-law as a "Through Street" from Aberdeen Avenue to King Street (a distance of approximately .75 miles). Parking is prohibited between 2:00 a.m. and 7:00 am. on all "Through Streets" in order to facilitate street maintenance operations which occur primarily overnight. The principle reasons for conducting these operations overnight on through streets are related to the fact that these operations would create considerable traffic congestion and safety concerns if conducted during the day, and also, the cost of conducting these operations during the day would be significantly higher. Also, attempting to remove the commercial parking during the day would be unsuccessful, and would interfere with commercial activity.

An investigation has revealed that the subject section of Locke Street South is abutted by 12 single family homes and an additional home which also includes a doctor's office. All but four of these homes have off-street parking provided. There is unrestricted free parking on both sides of Homewood, east of Locke and on one side of Homewood, west of Locke, which is a reasonable walking distance (approximately 100 feet) to the furthest home without off-street parking.

In order to facilitate street maintenance operations, it is essential that the overnight parking prohibition be maintained on Locke Street South between Aberdeen and Homewood. Locke Street has been designated as a "through street" for many years (sometime prior to 1966) and the records show that overnight parking on this street has never been a concern in the past. All but four of the abutting residential properties have off-street parking and on-street parking is available within a reasonable walking distance. Therefore, staff do not support the request.

MH
MH/jd

AGRO, ZAFFIRO, PARENTE, ORZEL & BAKER

B A R R I S T E R S & S O L I C I T O R S

NICHOLAS J. ZAFFIRO, O.C.
STANLEY P. JASKOT**
MICHAEL DALE PARAYESKI
VANDA A. SANTINI
BRIAN J. LAWSON

JOHN A. PARENTE, O.C.
FRANCIS A. DeSANTIS*
CHARLES P. CRIMINISI
DAVID A. ELLIOT

EDWARD J. ORZEL, O.C.*
JOHN W. LOGAN
JANE A. MILANETTI
Z. S. PETE VOLARIC

MICHAEL L. BAKER, O.C.
IAN P. NEWCOMBE
MARTHA B. ZIVOLAK
KATHRYN A. MCKAGUE

*Certified by The Law Society as a Specialist in Civil Litigation
**Certified by The Law Society as a Specialist in Family Law

November 19, 1993

The Corporation of the
City of Hamilton
71 Main Street West
Box 2040
Hamilton, Ontario
L8N 3T4

Attention: Doug Lobo
Director of Public Works

Dear Sirs:

RE: OVERNIGHT PARKING ON LOCKE STREE SOUTH
BETWEEN ABERDEEN AVENUE AND HOMEWOOD AVENUE

This letter is a personal inquiry.

My wife and I own a home located at 329 Locke Street South (on the east side of Locke Street South between Aberdeen Avenue and Homewood Avenue). The residents of 323, 325, 327 and 329 Locke Street South do not have off street parking. Parking is currently allowed on Locke Street South in front of our homes during the day and evening however overnight parking (2-7a.m.) is not allowed. Needless to say, this makes it extremely inconvenient. My neighbours and I must move our cars from Locke Street South to around the corner to Homewood Avenue every night or we will be ticketed. It is often very difficult to find a parking space on Homewood Avenue and on numerous occasions we have had to park some distance away from our homes.

In the two and half years since I have lived on Locke Street South I have not understood why the restriction against overnight parking is in place. According to inquiries I have made at the traffic department, the reason is for street cleaning in the Spring, Summer and Fall and for snow removal in the winter. It would seem to me that the street cleaning in Spring, Summer and Fall could be accomplished by a parking designation which prohibits overnight parking on a certain day each month. In terms of snow removal in winter there could be a similar accommodation to allow overnight parking except where snow removal is required. In this regard I had understood that Locke Street South is a snow route and

. . . /2

- 2 -

as such we cannot park on it day or night during a snow storm anyway. We do not expect this to change. As a less desirable alternative which, it is still better than the current situation, couldn't the short section of Locke Street South which I speak be changed to allow overnight parking at least during the Spring, Summer and Fall with one evening a month designated for street cleaning with the parking designation left the way it is for the winter months.

In summary, I am requesting that the City of Hamilton consider removing the section of Locke Street South between Aberdeen Avenue and Homewood Avenue from the through street designation to allow overnight parking. The current designation is an extreme inconvenience to the residents of the area and would seem that some simple changes would alleviate our problem and allow the City to the ongoing work which is required to do.

I would appreciate your consideration in this matter.

Yours very truly,



DAVID A. ELLIOT

DAE:cc

c.c. Murray Main
Director of Traffic Services

Bob Morrow
Mayor, City of Hamilton

Mary Kiss
Alderman Ward 1

Terry Cooke ✓
Alderman Ward 1

CONSENT AGENDA

Transport and Environment Committee
Monday, 1994 January 17th
9:30 o'clock a.m.
Room 233, City Hall

URBAN M

JAN 1994

GOVERNMENT DOCUMENT

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1993 December 6th

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

- (a) East side of Leeming Street, south of Barton Street East
- (b) No. 13 Barnesdale Avenue North - Request for a reserved "Permit Parking" space for a disabled resident
- (c) No. 220 Balmoral Avenue North - Request for a Wheelchair Loading Zone
- (d) No. 75 Carling Street - Revision to an Existing Driveway Clearance
- (e) Glenwood Crescent - Parking Regulations
- (f) No. 395 East 14th Street - Removal of a Wheelchair Loading Zone
- (g) 41 Garside Avenue North - Request to Remove an Existing Wheelchair Loading Zone
- (h) East side of Wood Street between Bay Street North and Burlington Street
- (i) Apartment Building at No. 130 Hunter Street West - Application for a Time Limit Exemption Permit

ii. Intersection Control

- (a) Intersection of Guise Street East and John Street North
- (b) Intersection of Hillyard Street and Land Street
- (c) Intersection of Graystone and Greyfriar Drive
- (d) Intersection of Gurnett Drive and Megna Court - Corner Clearances
- (e) West Side of Park Street South,
south of Hunter Street West - Corner Clearances
- (f) Intersection of Main Street West
and Sheridan Lane - Corner Clearances

iii. Boulevard Parking

Application to Lease a Portion of the Boulevard
of Bold Street adjacent to
No. 125 Park Street South, Multiple Residential

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. Banner Application:
Junior Achievement of Hamilton-Wentworth
- ii. 1994 Servicing Expenditures Related to Subdivisions
- iii. Street Incorporation
- iv. Rescind Alley Closure:
East/West Alleyway Adjacent to 276 Sanford Avenue North
- v. Rescind Alley Closure:
Rear of 306 East 28th Street
- vi. Temporary Street Closure:
Hughson Street between Hunter Street and Jackson Street
- vii. Encroachment Agreements

D. DIRECTOR OF PROPERTY

- i. Alley Closure and Sale
Rear Land Abutting Municipal Address
2058 Barton Street East - Sophie Tchorewski
Part 3, Plan 62R-11618
- ii. Agreement dated 1982 November 15 between the
City as a Landlord and Frank and Isabel Millettee
as Tenants - Garage on Portion of an Unassessed City Alley
Adjacent to 777 Cannon Street

E. CITY SOLICITOR

Local Improvement Charges for the
Construction of Roads, Curbs, Sidewalks and Alleys

F. MANAGER OF PURCHASING

- i. Supply and Delivery of Traffic Paint during 1994
- ii. Supply and Delivery of Sign Blanks during 1994
- iii. Supply and Delivery of Reflective Sheeting for 1994

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

Tuesday, 1993 December 6
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also present: Alderman T. Cooke
Alderman D. Agostino
Alderman D. Ross
Mr. J. G. Pavelka, Chief Administrative Officer
Ms. B. Price, Hamilton Safety Council
Mr. D. Lobo, Director of Public Works
Mr. D. Duncan, Public Works Department
Mr. R. Meiers, Public Works Department
Mr. J. Halliday, Environmental Services Department
Mr. E. Chajka, Transportation Department
Mr. T. Engelbrecht, Transportation Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Property Department
Mr. B. Janssen, Planning and Development Department
Mr. J. Johnston, Commissioner of Human Resources
Ms. L. Bourns, Human Resources
Mr. R. Menagh, Human Resources
Mr. D. Powers, Law Department
Mr. S. Gratton, C.U.P.E., Local 5
Mr. D. Michor, C.U.P.E., Local 5
Mr. E. Thomas, C.U.P.E., Local 5
Mr. L. Staswick, C.U.P.E., Local 5
Mr. R. Richardson
Mr. L. Harbottle
Ms. L. Richmond
Mr. T. Wenchie
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **By-law to Stop-up, Close, Retain and Authorize the Sale of
Parts of Limeridge Road designated as Parts 2 and 3, Plan 62R-11488**

The Committee was in receipt of a report dated 1993 November 25 from the Senior Director, Roads Department respecting the above-noted subject.

As no delegation was present, the Committee approved the following recommendation:

- (a) That the appropriate by-law for the closure, retention and sale of a portion of Limeridge Road, designated as Parts 2 and 3, on Plan 62R-11488, be forwarded to City Council for enactment.
- (b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(b) **By-law to Stop-up, Close, Retain and Authorize the Sale of Parts of a Public Walkway, designated as all of Block 43, Plan 62M-575**

The Committee was in receipt of a report dated 1993 November 25 from the Senior Director, Roads Department respecting the above-noted subject.

As no delegation was present, the Committee approved the following recommendation:

- (a) That the appropriate by-law for the closure, retention and sale of a portion of a public walkway, designated as all of Block 43, Plan 62M-575, be forwarded to City Council for enactment.
- (b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(c) **Sale of portions of a closed City alley**

The Committee was in receipt of a report dated 1993 November 25 from the Senior Director, Roads Department respecting the above-noted subject.

As no delegation was present, the Committee approved the following recommendation:

- (a) That portions of the first alley, south of Barton Street (between Brunswick & Osborne), shown as Parts 1, 2, 4, 5, and 6, on Plan 62R-11618, be sold to three different parties for \$1. each.
 - i. Part 1, on Plan 62R-11618 to be sold to G. & C.A. Oikawa,
 - ii. Part 5, on Plan 62R-11618 to be sold to A.C. Geeling,
 - iii. Parts 2, 4 and 6, on Plan 62R-11618 to be sold to M.M. Alderson & S.D.A. Williston.
- (b) That the by-law to carry out the sale of the said lands be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(d) **Proposed Closure of North/South Alley east of No. 1 Young Street**

The Committee was in receipt of a report dated 1993 November 11 from the Senior Director, Roads Department respecting the above-noted subject.

Mr. Terry Wenchie appeared before the Committee expressing support for the recommendation.

Subsequently, the Committee approved the following recommendation:

- (a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law to stop up, close and sell the assumed north/south alley east of No. 1 Young Street;
- (b) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;
- (c) That the applicant prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed alley is to be disposed of;
- (d) That the applicant provide an easement to Bell Canada for the existing aerial cable in the proposed closure area;
- (e) That the City Clerk be directed to publish a notice of City Council's intention to pass the by-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;
- (f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

(e) **Walkway - Fonthill Road to Upper Paradise Road -
Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79**

The Committee was in receipt of a report dated 1993 November 26 from the Director of Public Works respecting the above-noted subject.

Alderman Ross spoke to the issue and suggested that the City should buy the walkway property. He stated that there is value to this walkway and that there is support for the City purchasing this property from all other municipal interests with the exception of the Transport and Environment Committee recommendation:

Ms. Libby Richmond appeared before the Committee and stated that she would like to see the City purchase the walkway and keep it open for public use.

Mr. Meirs of the Public Works Department stated that the cost to upgrade the walkway would be approximately \$10,000. with an additional \$2,000. of annual maintenance required.

Alderman Eisenberger questioned whether or not a precedent would be set if the City were to purchase and takeover this public walkway. Mr. Pavelka stated that in addition to setting a precedent, the cost for acquiring and maintaining the walkway was also of concern. Alderman Ross suggested that the Ward Aldermen should meet with the Condominium representatives to see if other solutions could be found to the walkway issue.

Subsequently, the Committee agreed that the item be tabled until the January/February Transport and Environment Committee meeting.

(f) **Development Costs Associated with No. 204 Chesley Street, Hamilton**

The Committee was in receipt of a report dated 1993 November 29 from the Senior Director, Roads Department respecting the above-noted subject.

Alderman Ross spoke to the issue and stated that the development costs for this particular property were too high.

Mr. Richardson appeared before the Committee and stated that he would like to see a reduction in the development charges. He then gave a brief history of his ownership of the property and his desire to develop a portions of his lands.

Mr. Harbottle appeared before the Committee in support of Mr. Richardson and suggested that the City give Mr. Richardson the 9 foot remnant strip, abutting his property in order to assist him in developing adequately sized lots.

Subsequently, the Committee agreed that the Chief Administrative Officer discuss with the Management Team, the concept of transferring the 9 foot remnant strip to Mr. Richardson for the cost of \$1. and that the item be brought back to the Transport and Environment Committee at its 1994 January 17th meeting.

***Alderman Kiss recorded as opposed.**

(g) **Two-Man Sanitation Crews - Canadian Union of Public Employees, Local 5**

The Committee was in receipt of correspondence dated 1993 November 25 from Mr. Dave Michor, C.U.P.E. Local 5 Vice-President respecting the above-noted subject.

Mr. Lobo, Director of Public Works detailed the issue of reducing the three-man sanitation crew to a two man sanitation. He stated that Local 5 was concerned about the loss of jobs and job classification/pay scale in his proposal. Mr. Pavelka detailed the background of the staff report dated 1993 December 1 from the Director of Public Works respecting two-man sanitation crews. He stated that 19 positions would be reduced in the Public Works Department which would mean a savings to the corporation of \$633,000.

Mr. S. Gratton, President of C.U.P.E., Local 5 appeared before the Committee along Mr. E. Thomas, Mr. D. Michor and Mr. L. Staswick.

Mr. Gratton detailed the contents of the Local 5 report dated 1993 November 30 and stated that due to negotiations with management, Local 5 have agreed to remove Section (c) of the recommendation which stated "(c) That the employer maintain three positions within the Sanitation Section - dual driver/loader, driver and loader". Mr. Gratton suggested that the increased work required by a two man crew should mean an increase of \$1. per hour to the employees' wages. He also stated that an issue of concern for the Union was that displaced employees should be protected by "red circling". Mr. Pavelka stated that the staff recommendation respecting salary was arrived at through the salary evaluation process. He added that a review would be conducted of that salary in 6 months time including arbitration on the salary level and retroactive pay if applicable. Mr. Pavelka added that the red circling issue was problematic in that two employees doing the same job and working side-by-side might be earning a different salary.

Further discussion ensued on the proposed wage category and following substantial discussion, the Committee approved the following recommendation:

That the C.U.P.E., Local 5 report dated 1993 November 30 and the Director of Public Works report dated 1993 December 1, be received and that staff be directed to continue negotiations with Local 5 on the issue of three-man to two-man sanitation crews and report back to a future meeting of the Transport and Environment Committee.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

- i. Minutes of the meeting of the Transport and Environment Committee dated 1993 November 1 were adopted as circulated.
- ii. Minutes of the special meeting of the Transport and Environment Committee dated 1993 November 9 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **East 18th Street**

The Committee was in receipt of a report dated 1993 November 2 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the west side of East 18th Street between Concession Street and Mountville Avenue be shortened such that the regulation commences at a point 81 feet south of Concession Street and extends to Mountville Avenue; and
- (b) That a "No Stopping" regulation be implemented on the west side of East 18th Street commencing at Concession Street and extending to a point 41 feet southerly therefrom; and
- (c) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of East 18th Street commencing at a point 41 feet south of Concession Street and extending to a point 40 feet southerly therefrom; and
- (d) That the maximum number of parking permits to be issued by the Director of Traffic Services to residents who abut the "Permit Parking" regulation be reduced from 16 to 13; and
- (e) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection of Delawana Drive and Fairington Crescent and Ellingwood Avenue and Kentley Drive**

The Committee was in receipt of a report dated 1993 October 26 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That southbound traffic on Fairington Crescent be required to stop for eastbound and westbound traffic on Delawana Drive; and
- (b) That southbound traffic on Ellingwood Avenue be required to stop for eastbound and westbound traffic on Kentley Drive; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(c) **South Side of Holmes Avenue, west of Emerson Street - Request to Relocate an Existing Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 November 4 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south side of Holmes Avenue which commences at a point 115 feet west of Emerson Street and extends to a point 29 feet westerly therefrom be relocated such that the regulation commences at a point 156 feet west of Emerson Street and extends to a point 24 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(d) **Intersection of Dubarry Boulevard and Lorraine Drive - Intersection Control**

The Committee was in receipt of a report dated 1993 October 26 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That eastbound traffic on Dubarry Boulevard be required to stop for northbound and southbound traffic on Lorraine Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) **Intersection of Upper Sherman Avenue and Macassa Avenue - Corner Clearance**

The Committee was in receipt of a report dated 1993 October 27 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the south side of Macassa Avenue commencing at Upper Sherman Avenue and extending to a point 106 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) **Royal Avenue between Bowman Street and Wilmont Court**

The Committee was in receipt of a report dated 1993 October 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That parking be prohibited on the south side of Royal Avenue between Bowman Street and Wilmont Court; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(g) **North Side of McElroy Road West
between West 2nd Street and West 3rd Street - Parking Regulations**

The Committee was in receipt of a report dated 1993 October 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the north side of McElroy Road West between West 2nd Street and West 3rd Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(h) **Intersection of East 24th Street and Fennell Avenue East - Corner Clearance**

The Committee was in receipt of a report dated 1993 November 1 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" corner clearance be implemented on the west side of East 24th Street commencing at Fennell Avenue East and extending to a point 79 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(i) **No. 52 Picton Street West
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 November 11 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the north side of Picton Street West commencing at a point 204 feet west of MacNab Street North and extending to a point 23 feet westerly therefrom be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(j) **School Bus Loading Zone on Acadia Drive
adjacent to St. Jean de Brebeuf High School**

The Committee was in receipt of a report dated 1993 November 16 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Acadia Drive commencing at a point 225 feet south of the south curb line of Butler Drive and extending to a point 116 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(k) **Keith Street**

The Committee was in receipt of a report dated 1993 November 11 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of Keith Street from Douglas Street to Cheever Street in conjunction with the existing "Alternate Side Parking" regulation; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(l) **Intersection of Aberdeen Avenue and Bay Street South - Corner Clearance**

The Committee was in receipt of a report dated 1993 November 16 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" corner clearance be implemented on the west side of Bay Street South commencing at Aberdeen Avenue and extending to a point 82 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(m) **No. 198 Wood Street East
- Request to Shorten an Existing "Permit Parking" Regulation**

The Committee was in receipt of a report dated 1993 November 11 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south side of Wood Street East which commences at a point 133 feet east of Ferguson Avenue North and extends to a point 48 feet easterly therefrom be shortened such that the regulation commences at a point 133 feet east of Ferguson Avenue North and extends to a point 24 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (n) **No. 32 Cambridge Avenue**
- Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1993 November 16 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the south side of Cambridge Avenue commencing at a point 144 feet west of Robins Avenue and extending to a point 23 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. George Lyon, No. 32 Cambridge Avenue; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

- (o) **Intersection of Glendale Avenue North**
and Primrose Avenue - Corner Clearances

The Committee was in receipt of a report dated 1993 November 16 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping" corner clearance on the west side of Glendale Avenue North which commences at Primrose Avenue and extends to a point 45 feet southerly therefrom be removed; and
- (b) That the existing "No Stopping" corner clearance on the east side of Glendale Avenue North which commences at Primrose Avenue and extends to a point 63 feet southerly therefrom be removed; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

- (p) **Morgan Road**
- Request for a Wheelchair Loading Zone adjacent to 18 Caroga Court

The Committee was in receipt of a report dated 1993 November 22 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 10:00 p.m., seven days a week" regulation be implemented on the north side of Morgan Road commencing at a point 28 feet west of Caroga Court and extending to a point 30 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- ii. **Intersection Control**
Mall Road - Lane Designation

The Committee was in receipt of a report dated 1993 November 26 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the centre lane of Mall Road be designated as a two-way left turn lane from 100 m to 265 m south of Mohawk Road; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

iii. **New Bus Stops**
Garth Route and Upper James Route

The Committee was in receipt of a report dated 1993 November 16 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That in accordance with the request by the Hamilton Street Railway Company the following new bus stops be approved:

Route 32 and Route 27A

Add - Southbound - Garth Street, west side, 43 feet north of the centre line of Gisele Drive (N/S); and

Add - Northbound - Garth Street, east side, 3 feet south of the projected south curb line of Gisele Drive (M/B); and

- (b) That the City Traffic By-law 89-72 be amended accordingly.

iv. **Canadian Corps of Commissionaires**
Annual Billing Rates for 1994

The Committee was in receipt of a report dated 1993 November 8 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton), for parking enforcement services for 1994, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

<u>POSITION</u>	<u>BILLING RATE</u>
Sergeant	\$11.70
Corporal	\$11.20
Commissionaire	\$10.77

v. **Neighbourhood Watch Program**
Parkview East Neighbourhood

The Committee was in receipt of a report dated 1993 November 24 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the Parkview East Neighbourhood be designated as a Neighbourhood Watch Area; and
- (b) That Neighbourhood Watch signs for the Parkview East Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- (c) That the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program).

C. DIRECTOR OF PROPERTY**i. Option to Purchase Agreement and Authority to Enter
647 Rymal Road West**

The Committee was in receipt of a report dated 1993 November 25 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) i. That an Option to Purchase Agreement by the City, duly executed by the owners, Lucy and Santo Boffa, on 1993 November 17, and scheduled for closing within thirty (30) days of completion of all conditions set out in this agreement but in any event, no later than 1995 January 15, for the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, in the City of Hamilton, being composed of part of Lot 1, Concession 1, having a frontage of 12.0 metres (39.37 feet) more or less, along the southerly limit of Rymal Road West, by a depth of 12.0 metres (39.37 feet) more or less, being triangular in shape and comprising a total area of 69.999 square metres (753.487 square feet) more or less, more particularly described as Part 6, on Reference Plan 62R-12388, known municipally as address 647 Rymal Road West, be approved and completed and the purchase price of \$5,275. be charged to Account No. CH5X303 00102 (Reserve for Property Purchases).
 - ii. That as consideration in the amount of \$2. has been paid to the owner pursuant to this agreement, this amount be deducted from the purchase price.
 - iii. That it is understood and agreed that as a condition of this agreement, the City of Hamilton will reconstruct the driveway access currently opening onto Rymal Road West to a driveway location opening to be determined by the City onto the future extension of Upper Paradise Road, and the City further agrees to restore the previous driveway lands by removing the existing gravel, replacing with soil and sodding the disturbed area in a manner consistent with the surrounding area and to the satisfaction of the City.
 - iv. That it be understood and agreed that on closing of this transaction, the City will grant a single 20 foot right-of-way in favour of the Purchaser over Part 2 on Reference Plan 62R-12388, for driveway purposes to the existing residence until such time as the land servicing costs are fully recovered by the City and the reserved lands are transferred to the Purchaser, his successors, agents or assigns.
 - v. That it be understood and agreed that the City agrees to pay Lucy and Santo Boffa's reasonable legal fees, provided the account for legal services, the hourly rates and hours incurred are satisfactory to the City Solicitor.
 - vi. That upon closing, the Senior Director of Roads be authorized and directed at his discretion to incorporate said Part 6, Plan 62R-12388 into the City road allowance.
 - vii. That it be understood and agreed that attached to this Option to Purchase Agreement as Schedule "C" is an Authority to Enter, duly executed by Lucy and Santo Boffa, on 1993 November 17, authorizing the City, its servants and agents to enter upon the lands for the purposes of relocating, reconstructing and restoring the driveway access as called for in this agreement.
 - viii. That the Mayor and City Clerk be authorized and directed to execute the necessary agreements.
- (b) i. That an Option to Purchase Agreement by the City, duly executed by the owner, Thomas Sullivan, on 1993 October 27, and scheduled for closing within thirty (30) days of completion of all conditions set out in this agreement but in any event no later than 1995 January 15, for the lands and premises

situated in the Regional Municipality of Hamilton-Wentworth, being composed of part of Lot 1, Concession 1, having a frontage of 22.86 metres (75.0 feet) more or less, along the southerly limit of Rymal Road West, by a depth of 12.414 metres (40.728 feet) more or less, being irregular in shape and comprising a total area of 140.026 square metres (1,507.277 square feet) more or less, more particularly described as Parts 4 and 5 on Reference Plan 62R-12388, known municipally as 639 Rymal Road West, be approved and completed and the purchase price of \$4. be charged to Account No. CH5X323 00102 (Reserve for Property Purchases).

- ii. That it be understood and agreed that the City agrees to pay Thomas Sullivan's reasonable legal fees, provided the account for legal services, the hourly rate and hours incurred are satisfactory to the City Solicitor.
 - iii. That this Option be conditional upon and subject to the City of Hamilton accepting and successfully completing an Offer to Purchase executed by Thomas Sullivan for the sale of lands described as Part 3 on Reference Plan 62R-12388, save and except the westerly 0.3 metre of said Part 3, Plan 62R-12388, by the City, on or before the date agreed upon herein for closing. The said Offer to Purchase and the Option herein are to be accepted by the Council for the City of Hamilton concurrently and the closing of both transactions are to be contemporaneous with each other.
 - iv. That upon closing, the Senior Director of Roads be authorized and directed at his discretion to incorporate said Part 4 on Plan 62R-12388 into the City road allowance.
 - v. That the Mayor and Clerk be authorized and directed to execute the necessary documents.
- (c)
- i. That an Offer to Purchase, duly executed by Thomas Sullivan, on 1993 October 27, and scheduled for closing within thirty (30) days of completion of all conditions of this agreement, but in any event no later than 1995 January 15, for the purchase of the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, being composed of part of Lot 1, Concession 1, more particularly described as having a length of 68.834 metres (225.83 feet) more or less, by a depth of 4.167 metres (13.671 feet) more or less, being irregular in shape and comprising a total area of 295.55 square metres (3,181.3 square feet) more or less, being vacant land more particularly described as Part 3, on Reference Plan 62R-12388, be approved and completed and the purchase price of \$4. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).
 - ii. That it be understood and agreed that the exact area of the subject parcel of land to be transferred will be determined through a survey prepared by the City.
 - iii. That upon acceptance by City Council of the Offer and Option mentioned above, the Regional Surveyor be requested and directed to prepare a survey plan establishing a one foot reserve along the westerly 0.3 metre of said Part 3, Plan 62R-12388, and register said plan in the Registry Office as required.
 - iv. That the City agrees that Part 3, on Plan 62R-12388, shall be graded and sodded to the satisfaction of the City at its expense contemporaneously and as part of the road construction in conjunction thereto. It is further agreed that upon completion of such grading and sodding, said Part 3 shall be turned over to the Purchaser in a neat and tidy condition.
 - v. That it be understood and agreed that on closing of this transaction the City will grant a single 20 foot right-of-way in favour of the Purchaser over the westerly 0.3 metre of said Part 3, for driveway purposes to the existing residence until such time as the land servicing costs are fully recovered by the City and the reserved lands are transferred to the Purchaser, his successors, executors, agents or assigns.

- vi. That it be understood and agreed that as a condition of this agreement, the City of Hamilton will reconstruct the driveway access currently opening onto Rymal Road West to a driveway location opening, to be determined by the City onto the future extension of Upper Paradise Road, and the City further agrees to restore the previous driveway lands by removing the existing gravel, replacing with soil and sodding the disturbed area in a manner consistent with the surrounding area and to the satisfaction of the City. The City herein acknowledges the presence of an underground electrical conduit existing on the westerly side of the existing driveway and agree to reconstruct the existing stone pillars to the new driveway entrance and reconnect the electrical conduit to the entrance pillar lights.
 - vii. That the City agrees to pay Thomas Sullivan's reasonable legal fees, providing the account for legal services, the hourly rate and hours incurred are satisfactory to the City Solicitor.
 - viii. That this Offer be conditional upon and subject to the City of Hamilton accepting and successfully completing an Option to Purchase executed by Thomas Sullivan, for the purchase of a portion of the property located at 639 Rymal Road West, designated as Parts 4 and 5 on Reference Plan 62R-12388, by the City on or before the date agreed upon herein for closing. The said Option to Purchase and the Offer herein are to be accepted by the Council for the City of Hamilton concurrently and the closing of both transactions are to be contemporaneous with each other.
 - ix. That it be understood and agreed that the City agrees to remove the septic tank system, if any, located on the said land upon the request of the purchaser, his successors, executors, agents or assigns; which request shall necessarily be made within two (2) years of the closing of the transaction. The Vendor further agrees to generally do such things as may reasonably be required to restore the property to its original condition.
 - x. That it be understood and agreed that attached to this Offer to Purchase Agreement as Schedule "C" is an Authority to Enter, duly executed by Thomas Sullivan, on 1993 October 27, authorizing the City, its servants or agents to enter upon the lands for the purposes of relocating, reconstructing and restoring the driveway access as set out within this agreement.
 - xi. That the Mayor and Clerk be authorized and directed to execute the necessary agreements.
- (d) That, upon completion of the Option to Purchase with Mr. Sullivan noted above, the Director of Property be authorized and directed to negotiate an Offer to Purchase Agreement at fair market value and in a form satisfactory to the City Solicitor with the Regional Municipality of Hamilton-Wentworth to sell said Part 5, Plan 62R-12388 to the Region for road widening purposes.

ii. **Road Allowance and One Foot Strip of Land
South West Corner of Limeridge Road East and
Upper Kenilworth**

The Committee was in receipt of a report dated 1993 November 25 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase (Highway Closure), executed by Daniel Paul Cooper and Sherrill Dawn Marie Cooper, on 1993 November 23, and scheduled for closing within thirty (30) days after the conditions in the Offer have been fulfilled to the satisfaction of the City, for the purchase of part of Limeridge Road in the City of Hamilton, shown as Part 3 on Plan 62R-11488, containing 70.5 square metres (758.8 square feet) more or less, and a one foot strip of land shown as Part 4 on Plan 62R-11488, containing 10.9 square metres (117.3 square feet) more or less, be approved and completed and the funds derived from this sale of \$1. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases/Sales).
- (b) That the Regional Surveyor be directed to establish Part 2 on Plan 62R-11488 as a one foot reserve to prevent vehicular access onto Limeridge Road East.
- (c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents to finalize this transaction.

iii. **Dedication of Land to the City for Future Roadway Purposes
P. Barnett Construction Limited
Part 1, Plan 62R-11152, Embassy Drive**

The Committee was in receipt of a report dated 1993 November 25 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the City accept title to the land required for the future extension of Embassy Drive and Artistic Boulevard, from P. Barnett Construction Limited. This land described as Part 1 on Plan 62R-11152 is being dedicated to the City by its owner to allow abutting development to take place in advance of the owner's and is required for the completion of the Lisgar Neighbourhood Plan and the cost to register this transfer of \$50. be charged to Account No. CH5X303 00102 (Reserve for Property Purchases).
- (b) That the Regional Surveyor be requested to establish a one foot reserve along said lands for the recovery of the cost of servicing and to register such plan in the Registry Office as required.
- (c) That the Director of Roads be authorized and directed at his discretion to incorporate said Part 1, Plan 62R-11152 into the City road allowance.
- (d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

iv. **Purchase of a Sanitary Sewer and Watermain Easement
and Authority to Enter Agreement by the
Regional Municipality of Hamilton-Wentworth - Fletcher Avenue**

The Committee was in receipt of a report dated 1993 November 16 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1993 October 21, and scheduled to close on or before 1994 January 28, for the purchase by the Region of a Sanitary Sewer and Watermain Easement over the lands being composed of part of Lot 9 and part of a Lane, Registered Plan 440, designated as Part 26 on Plan 62R-6159, having a frontage along the westerly limit of Beach Boulevard of 6.09 metres (20.0 feet) more or less, by a depth of 55.598 metres (182.0 feet) more or less, (commonly known as Fletcher Avenue), be approved and completed, and the funds derived from this sale of \$1. be credited to Account No. CH4X501 00102 (Sale of Land - Property Purchases).
- (b) That an Authority to Enter Agreement, executed by Regional Officials on 1993 October 21, authorizing the Region to enter City lands for the construction of a Sanitary Sewer and Watermain over Part 26 on Plan 62R-6159, effective the day following City Council approval, be approved.
- (c) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1993 October 21, and scheduled to close on or before 1994 January 28, for the purchase by the Region of a Sanitary Sewer and Watermain Easement over the lands being composed of all of the 20 foot "Road", Registered Plan 452, lying north of, adjacent to and abutting Block "E" of the said Registered Plan (commonly known as Fletcher Avenue), having a frontage along the easterly limit of Beach Boulevard of 6.09 metres (20.0 feet) more or less, by a depth of 58.21 metres (191.0 feet) more or less, be approved and completed, and the funds derived from this sale of \$1., be credited to Account No. CH4X501 00102 (Sale of Land - Property Purchases).
- (d) That an Authority to Enter Agreement, executed by Regional Officials on 1993 October 21, authorizing the Region to enter City lands for the construction of a Sanitary Sewer and Watermain over all of the 20 foot "Road", Registered Plan 452, lying north of, adjacent to and abutting Block "E" of the said Registered Plan (commonly known as Fletcher Avenue), effective the day following City Council approval, be approved.
- (e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor.

v. **Dedication of Land to the City for future roadway purposes
Robert Shelley Construction Limited
Parts 1 - 7 inclusive and Parts 10 and 11, Plan 62R-9927**

The Committee was in receipt of a report dated 1993 November 9 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

That the City accept title to the land required for the future extension of Eaglewood Drive and one foot reserves, if any, from Robert Shelley Construction Limited. This land described as Parts 1 - 7 inclusive and Parts 10 and 11 on Plan 62R-9927 is being dedicated to the City by its owner, in accordance with a draft plan of subdivision, and the developer's solicitor is to prepare the necessary deed and certify title to the City.

vi. **Tenancy Agreement - 2656 King Street East, S. Shakeshaft**

The Committee was in receipt of a report dated 1993 November 8 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the City of Hamilton enter into a Tenancy Agreement with S. Shakeshaft to rent the premises known as 2656 King Street East, subject to the terms and conditions of the standard residential Tenancy Agreement.
- (b) That commencing 1993 December 1 the monthly rent will be \$575. (including realty taxes of \$2,429.94 for 1993) and rental proceeds be credited to Account No. CH44104 31106 (City Properties Rental).
- (c) That the Mayor and City Clerk be authorized and directed to execute the standard residential Tenancy Agreement.

D. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. **Street Incorporation**

The Committee was in receipt of a report dated 1993 November 25 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the streets in order to complete the final street width or to provide access and hook-up to newly registered subdivision developments:

Claudette Gate	Part 3 Plan	62R-12354
Leland Street	Parts 3 & 4	Plan 62R-11315
Upper Paradise Road	Part 7 & 8	Plan 62R-12388
Duncairn Crescent	Parts 2, 4 & 6	Plan 62R-12372
Lynnette Drive	Block 17	Plan 62M-734

- (b) That the by-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

ii. **Encroachment Agreements**

The Committee was in receipt of a report dated 1993 November 22 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A", attached hereto, be approved during the pleasure of City Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- (c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

E. MANAGER OF PURCHASING**i. Supply and Delivery of Sodium Chloride Coarse Crushed for the 1993 - 1994 Winter Season**

The Committee was in receipt of a report dated 1993 November 4 from the Manager of Purchasing respecting the above-noted subject.

The Committee approved the following recommendation:

That a purchase order be issued to Sifto Canada, Mississauga, for the supply and delivery of Sodium Chloride Coarse Crushed as and when required by the Public Works Department, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Delivered Price</u>	<u>Picked Up Price</u>
------------------------	------------------------

\$34.55 per tonne	\$32.75 per tonne, plus applicable taxes
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ii. Supply and Delivery of Treated Screened Sand, 1993 - 1994 Winter Sanding Season

The Committee was in receipt of a report dated 1993 November 4 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

That a purchase order be issued to Lakeview Sand and Gravel, Paris, to supply and deliver Treated Screened Sand during the 1993-1994 winter sanding season as and when required by the Public Works Department, being the lowest of five tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Stock Materials Account No. CH56197-60999, as follows:

<u>Delivered Price</u>	<u>Picked Up Price</u>
------------------------	------------------------

\$14.41 per tonne	\$10.72 per tonne, plus applicable taxes
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F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**Information Reports**

The Committee was in receipt of a report dated 1993 November 30 from the Secretary, Transport and Environment Committee respecting Information Reports.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date
1993 November	Kevin C. Christenson Secretary	Great Lakes Pollution Prevention Centre Agenda	1993 November 1
1993 November 2	Doug Lobo, Director of Public Works	Storm Damages - Ice Storm April 1, 1993	1993 November 9
1993 November 25	Doug Lobo, Director of Public Works	Status of Pavement Management System	1993 November 26

3. DIRECTOR OF PUBLIC WORKS**(a) Public Works Department - Local Roads Division
1994 - 2003 Provisional Capital Budget**

The Committee was in receipt of a report dated 1993 November 23 from the Director of Public Works respecting the above-noted subject.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the attached capital projects from the Public Works Department be considered for inclusion in the ten year 1994 - 2003 Provisional Capital Budget; and
- (b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration for the Committee of the Whole and City Council.

**(b) Public Works Department - Streets and Sanitation Division
1994 - 2003 Provisional Capital Budget**

The Committee was in receipt of a report dated 1993 December 3 from the Director of Public Works respecting the above-noted subject.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the attached capital projects from the Public Works Department - Streets and Sanitation Division be considered for inclusion in the ten year 1994 - 2003 Provisional Capital Budget; and
- (b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration for the Committee of the Whole and City Council.

(c) Reconstruction Programme, Ofield Road, Lower Horning Road

The Committee was in receipt of a report dated 1993 November 30 from the Director of Public Works respecting the above-noted subject.

A revised report dated 1993 December 6 from the Director of Public Works respecting the subject matter was distributed to the Committee Members.

Mr. Meiers of the Public Works Department explained the background of the revised recommendation.

Following discussion, the Committee approved the following recommendation:

That the reconstruction of roadway, curbs and sidewalks on Ofield Road between Main and Ramsey (east leg), Lower Horning Road between Ofield and Harold and Kelly and Elgin Streets in Beasley Park in the total amount of \$490,000. be incorporated as a part of the 1992 Road Reconstruction Programme.

(d) **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1993 November 12 from the Director of Public Works respective the above-noted subject.

Discussion ensued on the amount of the proposed increase for 1994.

Following discussion, the Committee agreed that the proposed increase for 1994 be held at the rate of inflation, at a level not to exceed 3%.

Subsequently, the Committee approved the following recommendation:

- (a) That the 1994 charges per metre of frontage for Local Improvement construction be increased to the rate of inflation, to a maximum of 3%.

		Maximum Charge per Metre of Frontage	
<u>Item</u>		<u>Existing 1993</u>	<u>Proposed 1994</u> (Maximum)
i.	Curb Only	\$ 53.	\$ 54.59
ii.	Sidewalks Only	89.	91.67
iii.	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	121.	124.63
iv.	Roadway Only	222.	228.66
v.	Alleys	95.	97.85
vi.	Roadway and Curbs Only (Industrial Subdivisions)	290.	298.70

- (b) That the City Solicitor be authorized and directed to amend the Local Improvement by-law.

4. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**(a) **Movement of PCB's into and out of the City of Hamilton**

The Committee was in receipt of an Information Report dated 1993 November 26 from the Senior Director of Environmental Services respecting the above-noted subject.

Following a brief discussion, the Committee approved that the item be received.

(b) **1994 - 2003 Capital Budget Roads Department**

The Committee was in receipt of a report dated 1993 November 29 from the Senior Director of Roads Department respecting the above-noted subject.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the attached capital projects from the Roads Department be considered for inclusion in the ten year 1994 - 2003 Provisional Capital Budget, and
- (b) That these capital projects be reviewed by the Management Team for consideration of the Committee of the Whole and City Council.

(c) **Public Assumption of Alley, Taco Bell Restaurant - Main Street and Dundurn Street**

The Committee was in receipt of a report dated 1993 November 26 from the Senior Director, Roads Department respecting the above-noted subject.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the City assume the east-west public alley on the east side of Dundurn Street between Main Street and King Street, adjacent to the north side of Lots 5, 6, and 7 as shown on Registered Plan No. 166, upon the satisfactory completion of construction of this concrete alley by the owner/lessee of lands at 460 Main Street West to City of Hamilton standards, and the Commissioner of Transportation/Environmental Services be authorized to prepare and introduce the necessary by-law to establish this alley as a public highway.
- (b) That the required reference plan, engineering plans, and construction of this concrete alley to City standards, be the sole responsibility of the owner/lessee of lands at No. 460 Main Street West.
- (c) That Taco Bell Canada be advised of this action.

5. **DIRECTOR OF TRAFFIC SERVICES**

(a) **Response by Traffic Department Parking Control Section to Enforcement Requests**

The Committee was in receipt of a report dated 1993 September 24 from the Director of Traffic Services respecting the above-noted subject.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That two additional Parking Control Officers be hired from within the existing City staff complement as of 1994 January 3; and
- (b) That the contract with the Canadian Corps of Commissionaires be revised to provide for the supply of four additional commissionaires for parking enforcement as of 1994 January 3; and
- (c) That all associated cost increases for salaries, benefits and operating supplies and contracted services for the two additional Parking Control Officers and the four additional commissionaires be authorized as part of the 1994 Traffic Department Budget allocation.

***Alderman Agro recorded as opposed.**

(b) **Fennell Avenue East and High Street - School Crossing Guard**

The Committee was in receipt of a report dated 1993 November 24 from the Director of Traffic Services respecting the above-noted subject.

Alderman Jackson expressed concern with the removal of the Crossing Guard at this location.

Following a brief discussion, the Committee approved that the item be tabled and that staff continue discussions with Margaret Mary School.

(c) **Capital Budget Projects - Traffic Department**

The Committee was in receipt of a report dated 1993 November 23 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the attached capital projects from the Traffic Department be considered for inclusion in the ten year 1994 - 2003 Provisional Capital Budget, and
- (b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration of the Committee of the Whole and City Council.

(d) **Intersection of Bell Manor Street and Berkindale Drive - Intersection Control**

The Committee was in receipt of a report dated 1993 November 4 from the Director of Traffic Services respecting the above-noted subject.

Following a brief discussion, the Committee agreed that the item be tabled in order that a delegation appear at the next meeting of the Committee.

(e) **Availability of Disabled Parking at No. 1 Hunter Street East**

The Committee was in receipt of a report dated 1993 November 29 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the first two parking meters on the north side of Hunter Street East, east of James Street South, be removed and replaced with a "Permit Parking" regulation; and
- (b) That the Director of Traffic Services be authorized to issue two parking permits to the Regional Social Services Department, 1 Hunter Street East, to exempt persons attending the "work-able" facility from the "Permit Parking" regulation at this location; and
- (c) That the Regional Health and Social Services Committee be requested to provide sufficient funds in their 1994 budget to allow for the construction of a wheelchair ramp to provide access to the off-street parking facility for this property.

(f) **90° Turn in the Roadway where Cheever Street meetings Birge Avenue - Stop Sign**

The Committee was in receipt of a report dated 1993 November 5 from the Director of Traffic Services respecting the above-noted subject.

Following a brief discussion, the Committee agreed that the item be referred back to staff in order to provide further information.

6. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1993 December 6

KCC:mjw

263X14

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

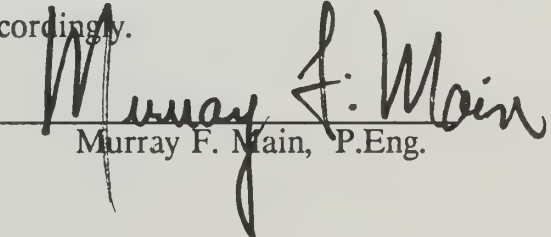
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Leeming Street, south of Barton Street East - Parking Regulations. [TEC-289-93]

RECOMMENDATION:

- a) That the existing "No Parking, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the east side of Leeming Street which commences at a point 30 feet south of Barton Street East and extends to a point 30 feet southerly therefrom be replaced with one metered parking space; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of removing the subject parking signs and erecting and maintaining the required parking meter. Some revenue will result from the additional parking meter.

BACKGROUND:

Mr. Marco Tollis, owner of Riviera Banquet Centre, 422 Barton Street East, has requested that the existing "No Parking, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the east side of Leeming Street adjacent to his business be replaced with one additional metered parking space.

216X1X6

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

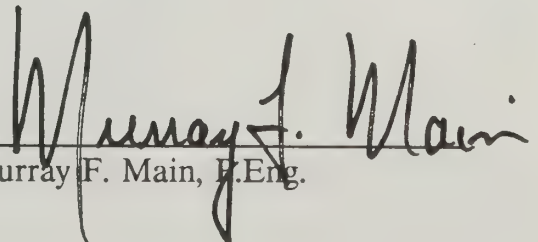
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 13 Barnesdale Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-298-93]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Barnesdale Avenue North commencing at a point 151 feet north of King Street East and extending to a point 24 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Emanuele Fazio, No. 13 Barnesdale Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department received a request from Mr. Emanuele Fazio, 13 Barnesdale Avenue North, that a reserved "Permit Parking" space be designated on the west side of the street in front of his home since he is disabled.

Barnesdale Avenue North has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Mr. Fazio has advised that he does not want to inconvenience any residents on the east side of the street.

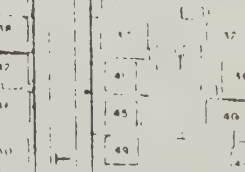
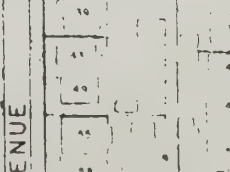
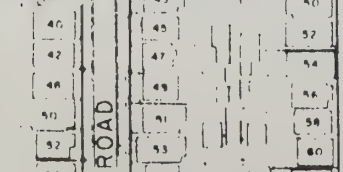
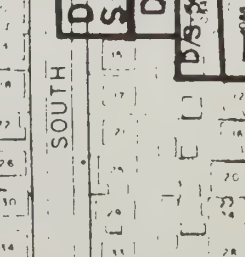
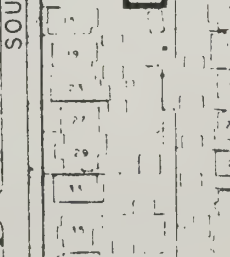
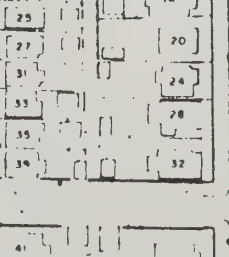
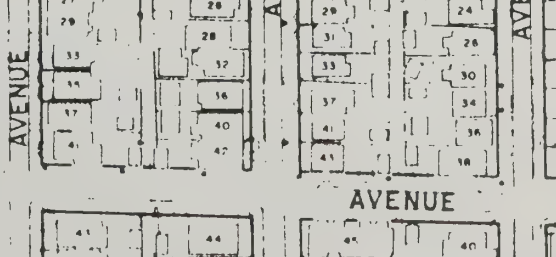
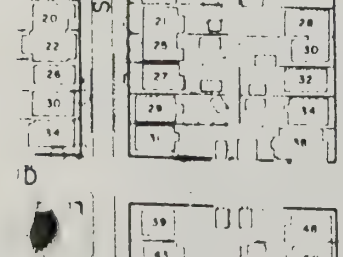
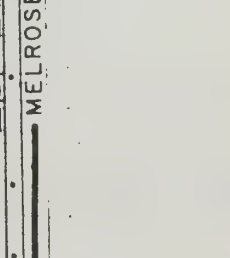
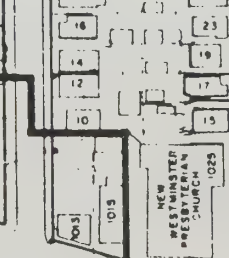
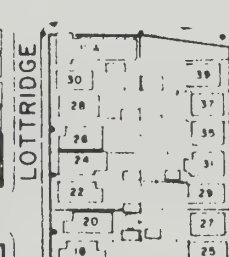
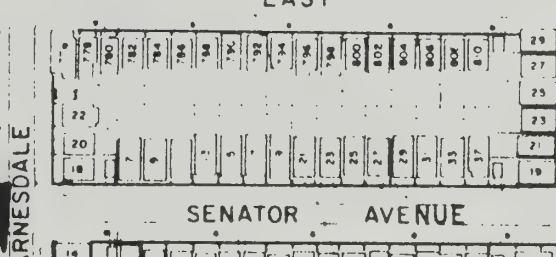
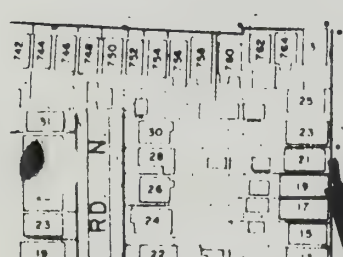
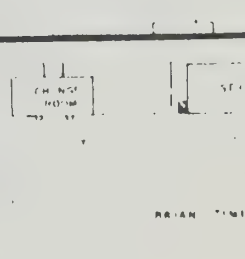
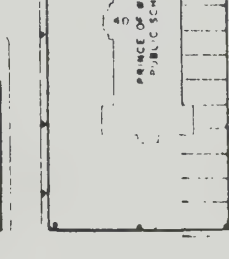
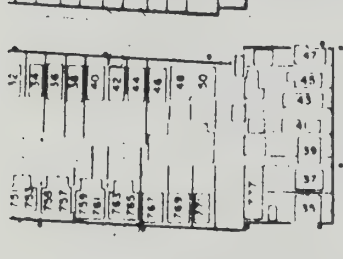
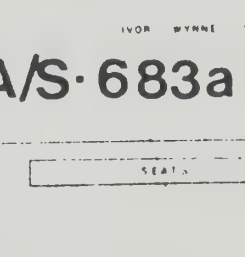
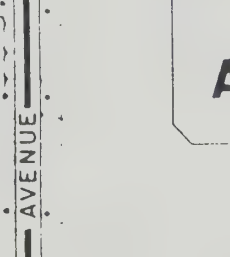
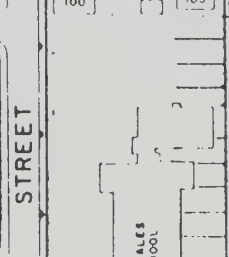
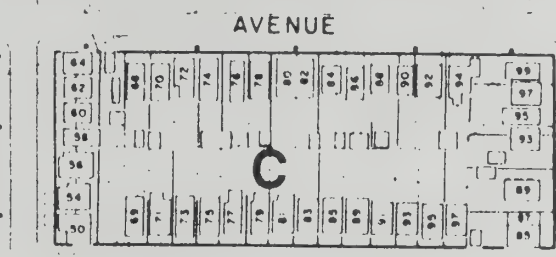
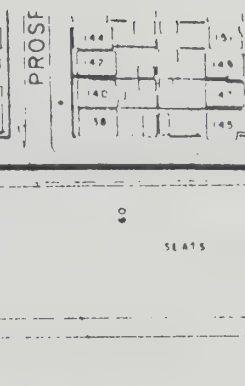
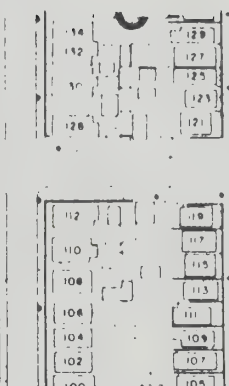
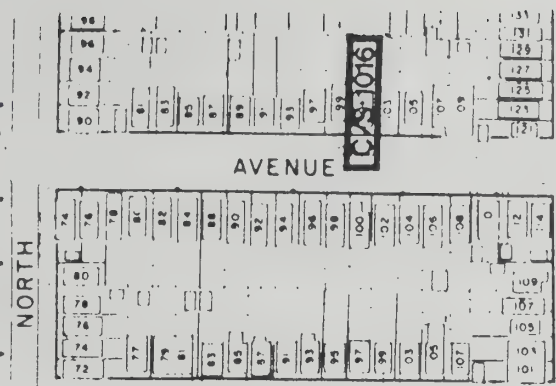
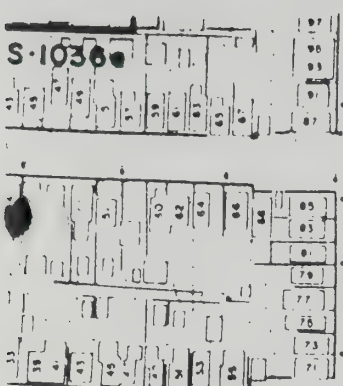
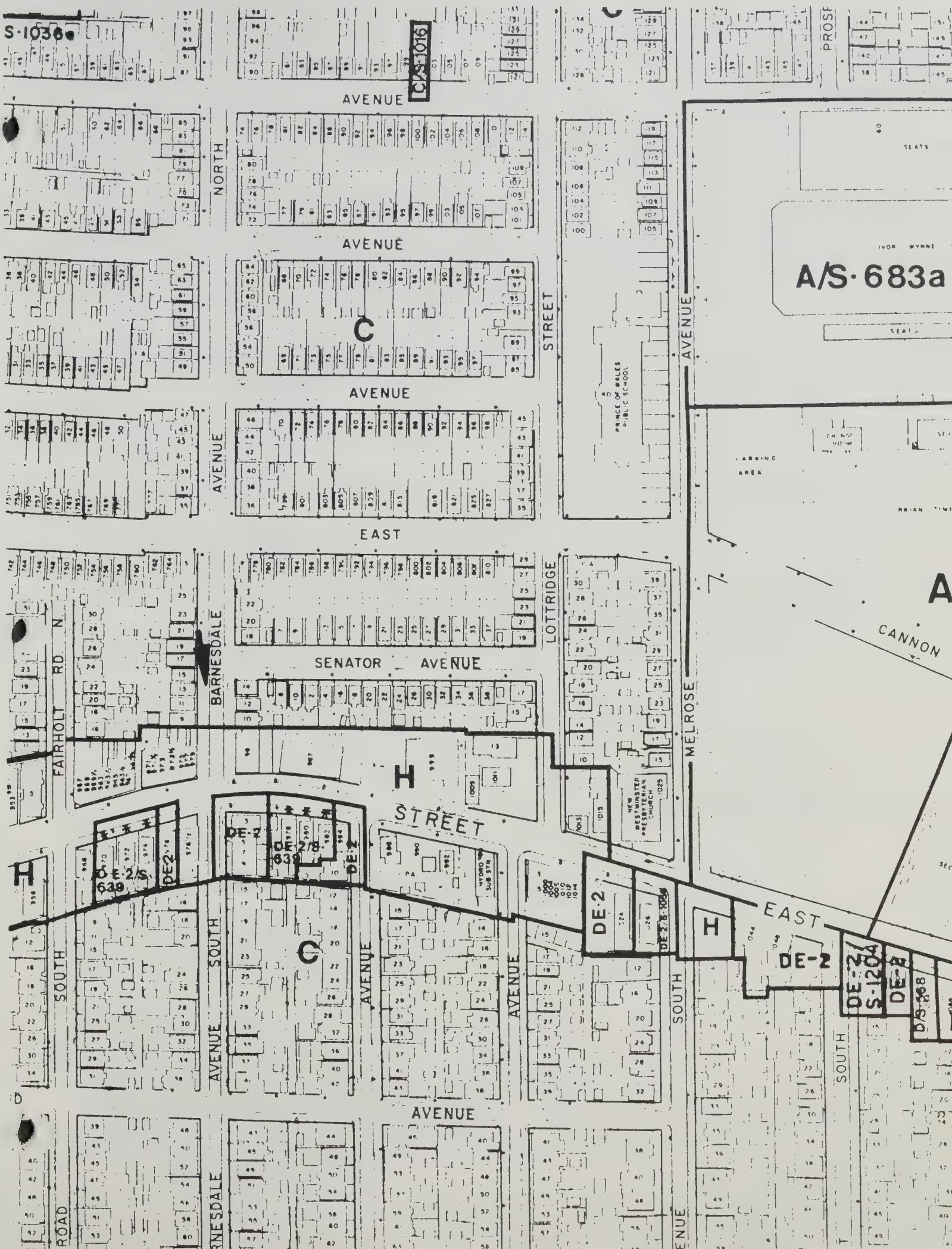
The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Fazio possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


MT/CVB/kg

S-1036

C/S-1016

A/S-683a



26BXIX

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

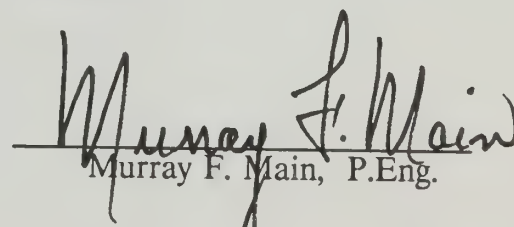
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 220 Balmoral Avenue North - Request for Wheelchair Loading Zone. [TEC-305-93]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Balmoral Avenue North commencing at a point 300 feet south of Campbell Avenue and extending to a point 22 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

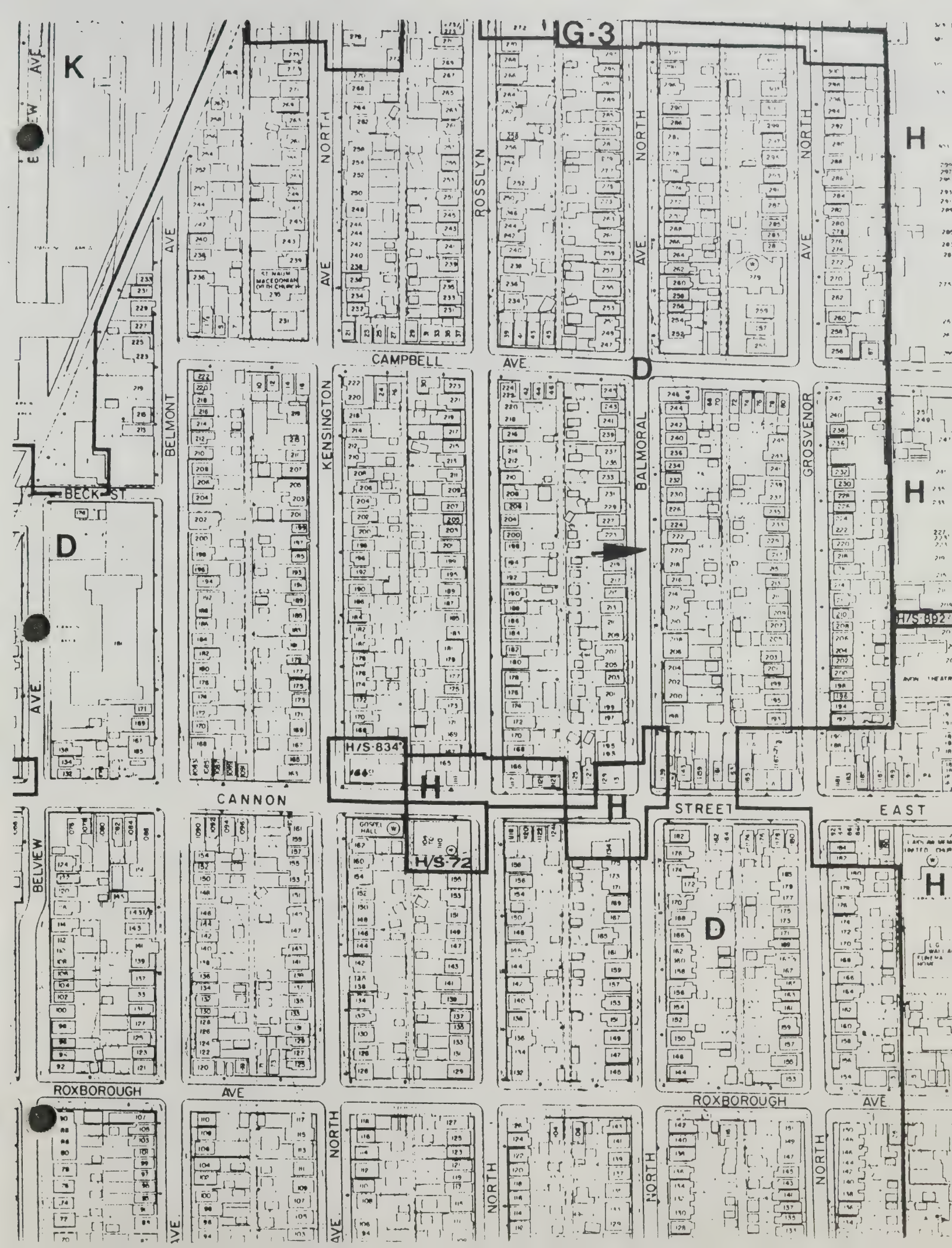
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Williams-Cox, No. 220 Balmoral Avenue North, that a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be designated on the east side of the street directly in front of her home since she is disabled and requires the use of Darts buses.

Balmoral has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property for half of each month when parking is permitted on the east side of the street under the existing "Alternate Side Parking" regulation. However, since virtually all residents in this area have available off-street parking and since the applicant has agreed to limit the hours of the requested regulation such that the space would be available for parking after 5:00 p.m. on weekdays and all day on weekends, staff do not anticipate any parking problems for area residents and concur with the request.

21
MT/CVB/kg



269XIXI

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

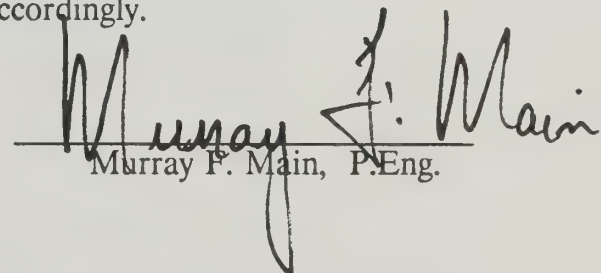
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 75 Carling Street - Revision to an Existing Driveway Clearance. [TEC-310-93]

RECOMMENDATION:

- a) That the existing "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" driveway clearance on the north side of Carling Street which commences 153 feet east of Paradise Road South and extends to a point 113 feet easterly therefrom, be revised such that the regulation will be in effect from 8:00 a.m. to 5:30 p.m., Monday to Friday; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the requires signs.

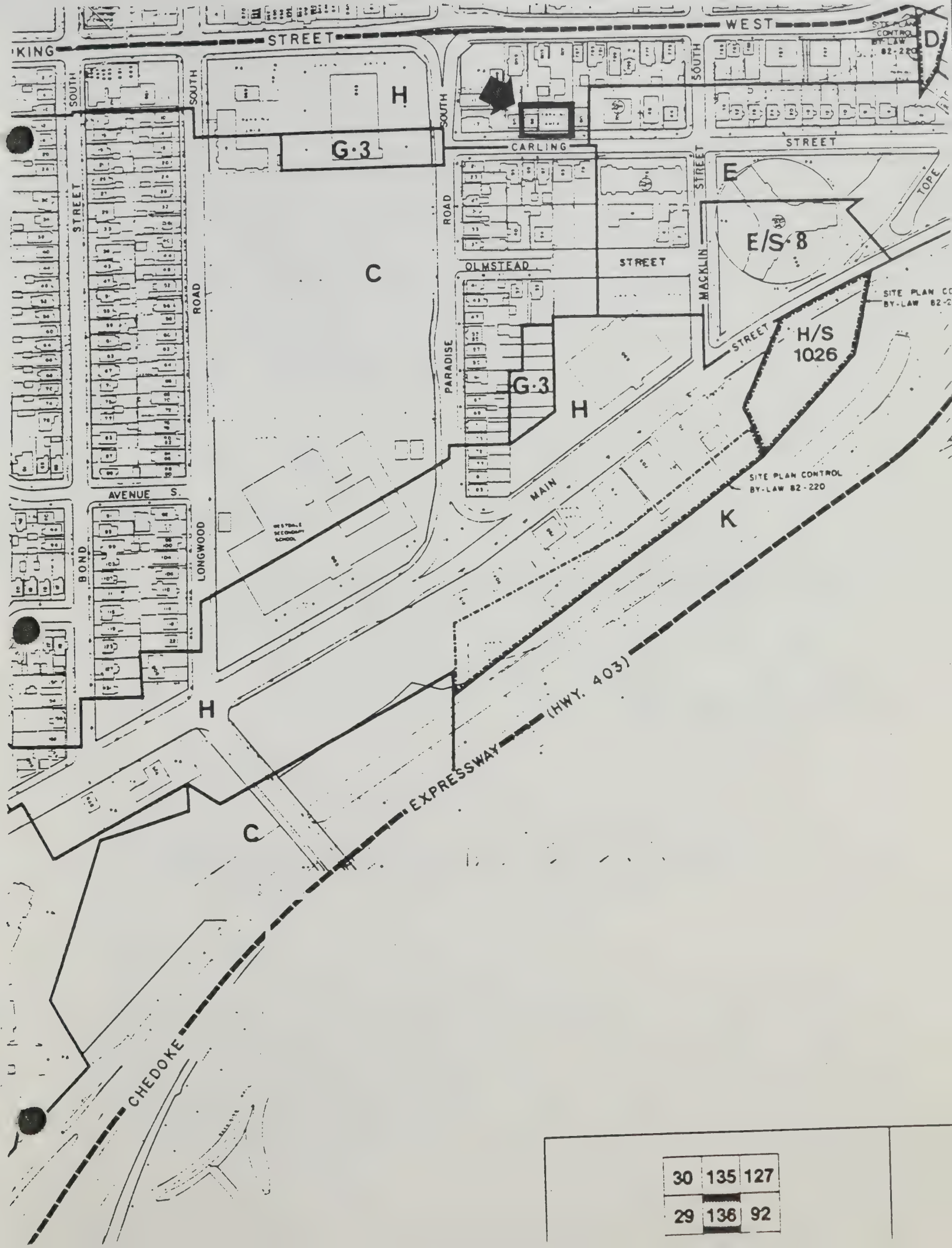
BACKGROUND:

Alderman Mary Kiss recently advised of concerns by Ms. Candy Camilleri, 75 Carling Street, regarding parking availability in the vicinity of her apartment building. Staff has contacted Ms. Camilleri and she has requested that the existing "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" driveway clearance on the north side of Carling be revised such that parking may occur in this area after 5:00 p.m. on weekdays.

Carling has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this block as well as a "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" driveway clearance on the north side to facilitate truck movement into and out of the rear of National Paint and Decorating, 801 King Street West. There is also unrestricted parking on the south side of the street immediately east of Macklin.

Staff has contacted Mr. Elmer Farkas of National Paint and Decorating, and he has advised that deliveries occur until 5:30 p.m. weekdays, but that he would not object to allowing parking to occur in this area until 8:00 a.m. and after 5:30 p.m. Ms. Camilleri has advised that, in her opinion, this is a reasonable compromise. Therefore, staff concur with the request.

ced 1.1.1
MT/CVB/kg



30	135	127
29	136	92

2(BXixe)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

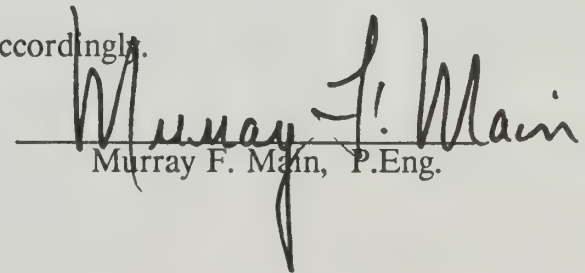
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Glenwood Crescent - Parking Regulations. [TEC-01-94]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Glenwood Crescent between Brantdale Avenue and the south end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

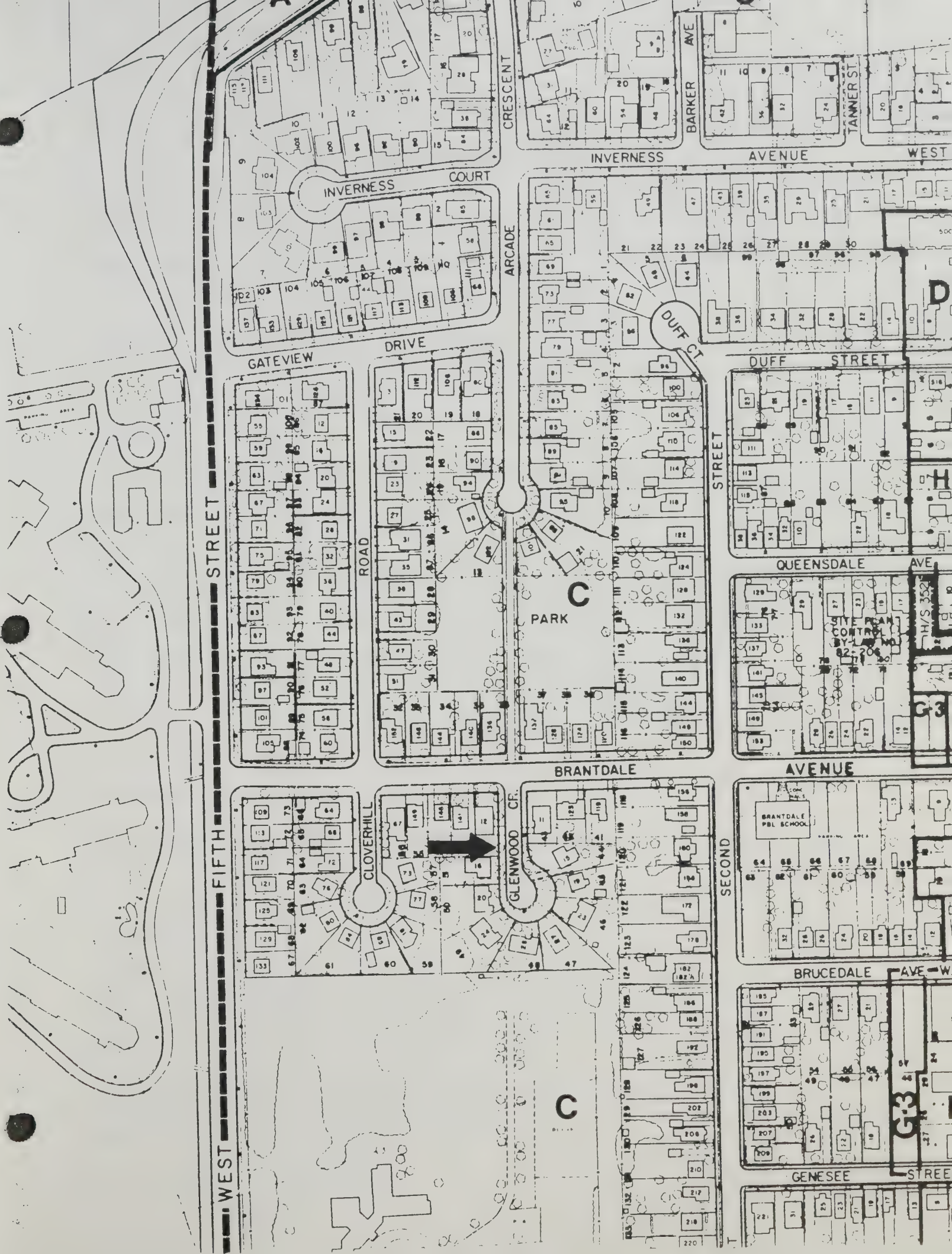
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Ross recently asked the Traffic Department to contact Mr. Roszell, 16 Glenwood Crescent, to discuss the parking situation on Glenwood. Staff recently spoke with Mr. Roszell who expressed concern regarding Mohawk College students parking on both sides of this short cul-de-sac street. The Traffic Department subsequently mailed Mr. Roszell a petition to implement a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of this street. Mr. Roszell returned the petition signed by representatives of seven of the ten residential properties abutting this street.

Glenwood has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street. The implementation of the requested regulation will prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 70 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/kg



WEST FIFTH STREET

INVERNESS COURT

GATEVIEW DRIVE

ROAD

ARCADE

CRESCENT

INVERNESS AVENUE

BARKER AVE

TANNER ST

WEST

DUFF CT

DUFF STREET

QUEENSDALE AVE

PARK

BRANTDALE

AVENUE

CLOVERHILL

GLENWOOD CR.

SECOND

BRANTDALE PBL SCHOOL

BRUCEDALE AVE - W

GENESEE STREET



26XIX

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

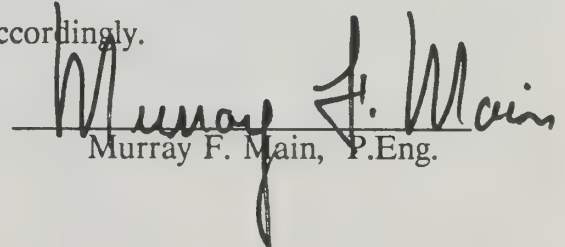
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 395 East 14th Street - Removal of a Wheelchair Loading Zone. [TEC-02-94]

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m., regulation on the east side of East 14th Street commencing 30 feet north of Howe Avenue and extending to a point 28 feet northerly therefrom, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

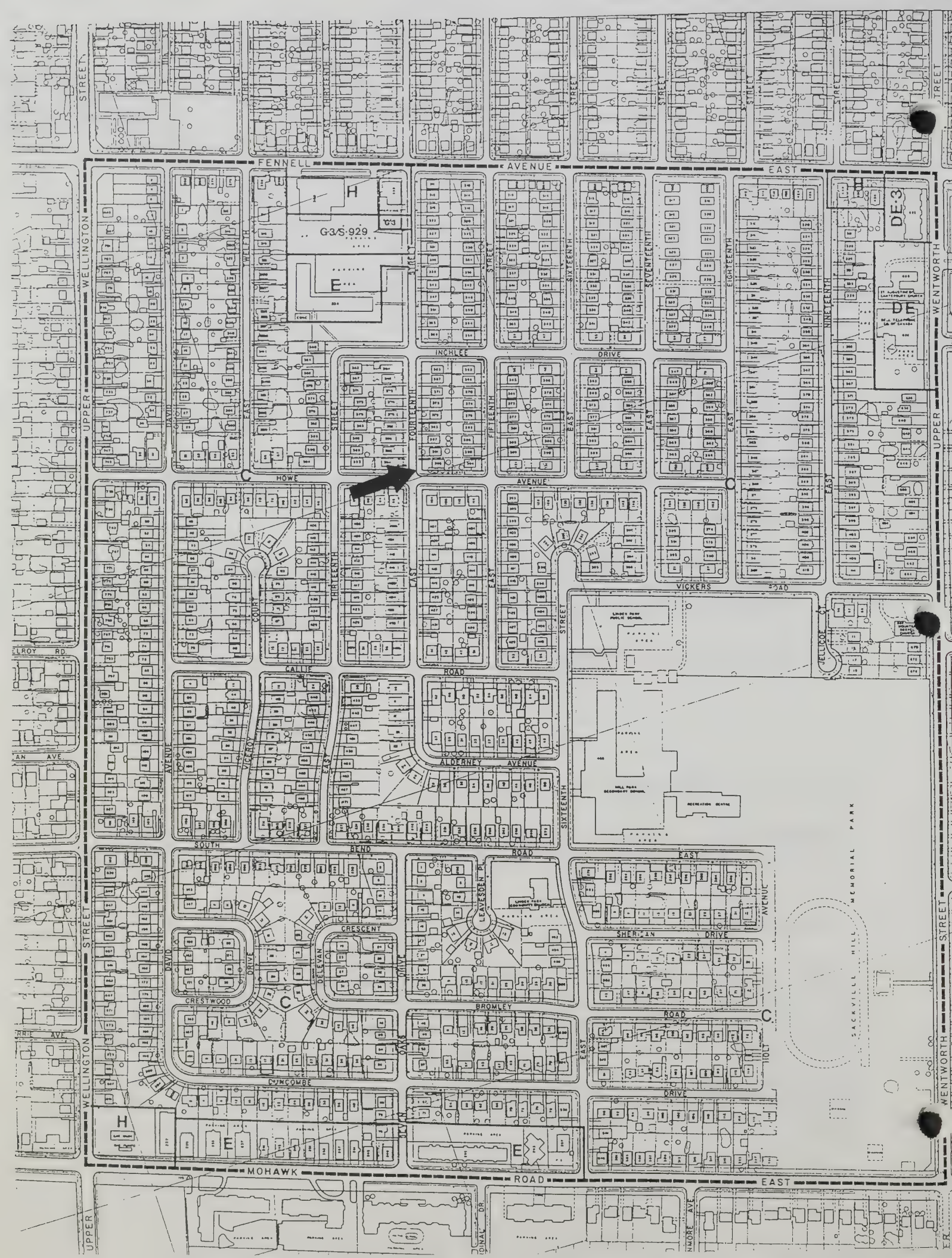
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

In 1990, the City Council approved a request from Mrs. Kay Horne, 395 East 14th Street, that a wheelchair loading zone be implemented on the east side of East 14th directly in front of her home. However, the Traffic Department has recently been advised that Mrs. Horne has moved and the signs should be removed.

The Traffic Department has confirmed that Mrs. Horne has moved and therefore, concurs with the request. The removal of the subject regulation will restore one unrestricted parking space.

CVB/MH/kg



2 (Existing)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

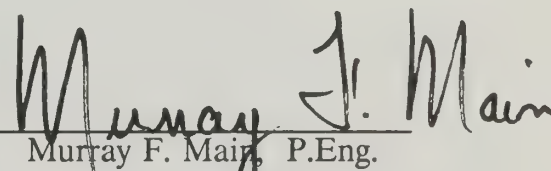
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

41 Garside Avenue North - Request to Remove an Existing Wheelchair Loading Zone.
[TEC-10-94]

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation on the west side of Garside Avenue North commencing at a point 180 feet south of Dunsmure Road and extending to a point 18 feet southerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the signs.

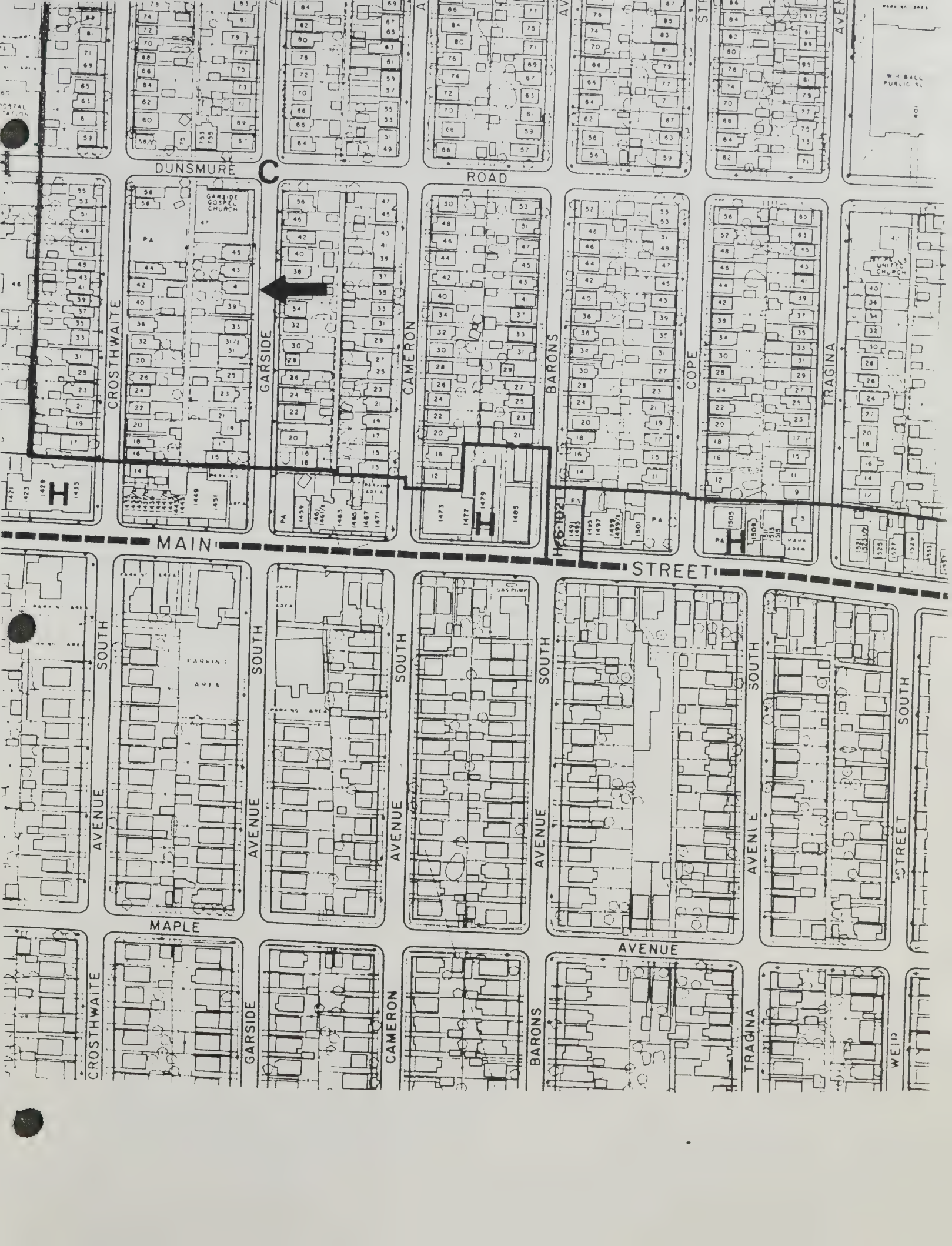
BACKGROUND:

The City Council, on 1992 December 08, approved a request from Mrs. Sharon Bean, 41 Garside Avenue North, that a "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation be implemented on the west side of the street in front of her

home since she is disabled. Mrs. Bean recently requested that the existing "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation be removed, since she moved on 1993 December 18, and the regulation is no longer required. Therefore, the Traffic Department concurs with this request.

The removal of this regulation will restore one additional on-street parking space.


MT/CVB/kg



DUNSMURE

ROAD

CROTHWAITE

GARSIDE

CAMERON

BARONS

COPE

TRAGINA

MAIN

STREET

SOUTH

SOUTH

SOUTH

SOUTH

SOUTH

SOUTH

MAPLE

AVENUE

CROTHWAITE

GARSIDE

CAMERON

BARONS

TRAGINA

WELLD

2(8X124)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

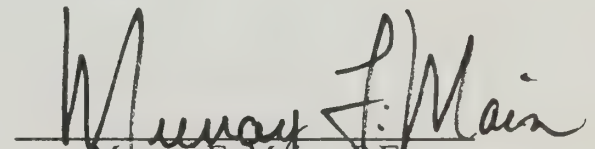
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Wood Street between Bay Street North and Burlington Street West - Parking Regulations. [TEC-20-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of Wood Street between Bay Street North and Burlington Street West be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received requests from several area residents in the vicinity of Wood Street, that the existing "Permit Parking" regulation on the east side of Wood between Bay and Burlington be removed, since they require additional on-street parking, particularly those residents living on Burlington Street where parking is prohibited at all times.

Wood Street has a 26 foot pavement width, and presently, there is a "Permit Parking" regulation on both sides of the street in this area.

In September 1993, the City Council approved a "Permit Parking" regulation on both sides of Wood in this area since the five abutting residents had concerns with long-term non-resident parking during special events at the new Pier Four and Harbour Front Parks. However, staff has been contacted by several area residents who require additional on-street parking but whose properties do not abut Wood. Staff has also contacted the two abutting residents on the east side of Wood, and both have advised that they support removing the existing "Permit Parking" regulation on the east side of the block. The permit parking regulation will be retained on the west side of the street and will be able to accommodate the demand for permits in this block. Therefore, the Traffic Department concurs with this request.

MT/CVB/ca

HARBOUR HEADLINE

ROYAL HAMILTON
YACHT CLUB

F-1

555

NORTH

D

F-1/S-838

F-1

LEANDER DRIVE

BAY

WOOD STREET

BURLINGTON

STREET

STREET

D/S-1176

472

469

470

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2(BXiXi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

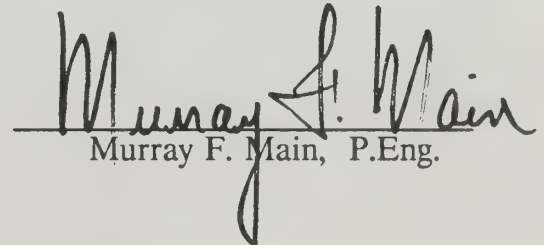
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 130 Hunter Street West - Application for a Time Limit Exemption Permit. [TEC-08-94]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first four eligible applicants residing in the apartment building at No. 130 Hunter Street West.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$96.00 in revenue each year from the sale of parking permits to residents of this building.

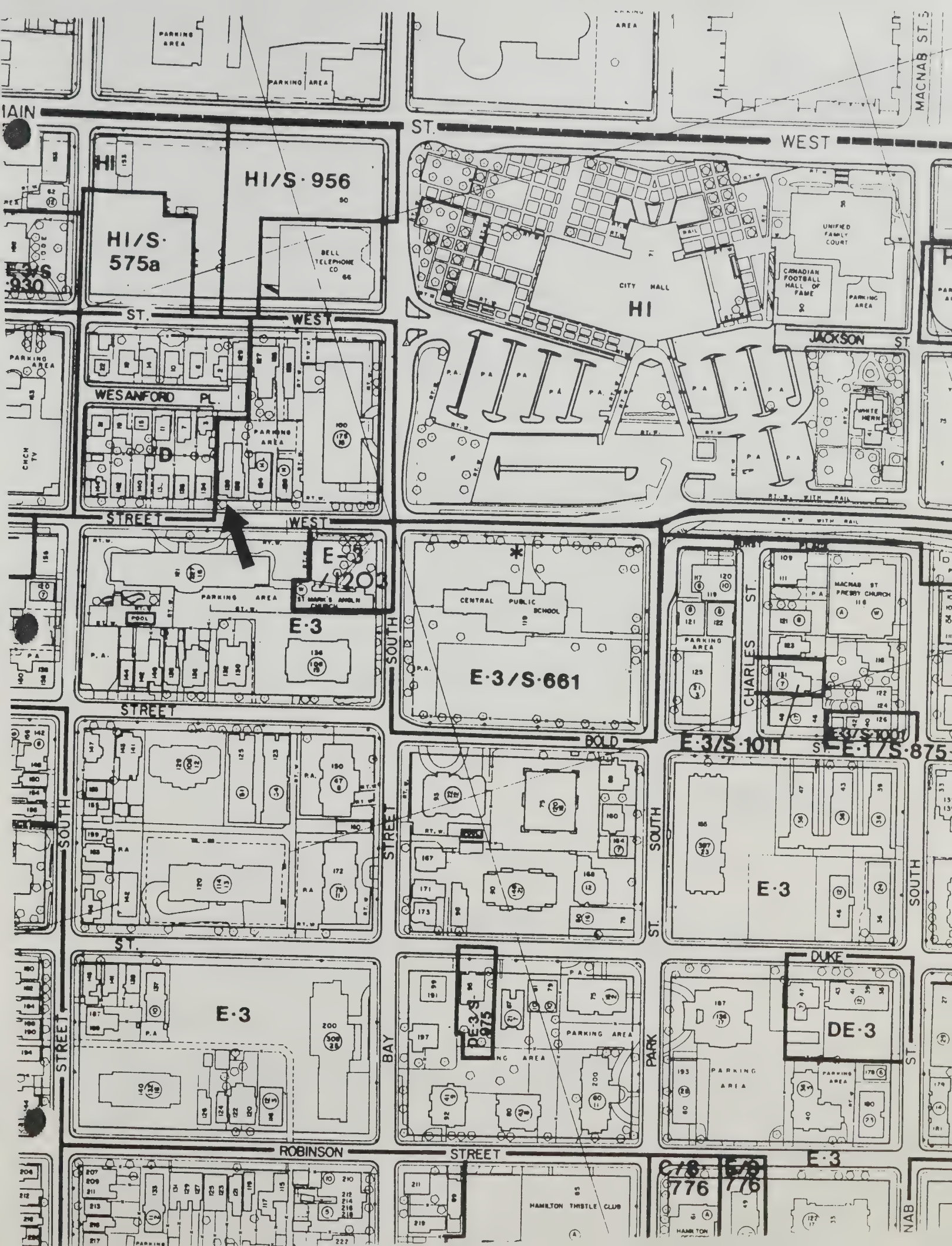
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 130 Hunter Street West, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located mid-block on the north side of Hunter between Bay and Caroline and the applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

An investigation has revealed that there are five dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Thus, there is a shortage of four off-street parking spaces in accordance with current Zoning By-law requirements. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has been only a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of Time Limit Exemption Permits to residents of this building should not create any parking problem for other area residents. Therefore, the Traffic Department concurs with this request and it would be appropriate to issue a maximum of four parking permits to the residents of the building of a first come first served basis.


MT/CVB/kg



MACNAB ST.

MAIN

ST. WEST

HI/S-956

HI/S-575a

BELL TELEPHONE CO

CITY HALL

HI

UNIFIED FAMILY COURT

CANADIAN FOOTBALL HALL OF FAME

JACKSON ST.

ST. WEST

WESANFORD PL.

ST. WEST

ST. WEST

E-3/S-1203

E-3

E-3/S-661

CENTRAL PUBLIC SCHOOL

ST. WEST

BOLD

E-3/S-1011

S-E-17/S-875

CHARLES ST.

MACNAB ST. PRESBYTERIAN CHURCH

E-3

SOUTH

ST. SOUTH

ST. SOUTH

ST. SOUTH

E-3

DE-3/S-875

DE-3

DUKE

ROBINSON

ST. SOUTH

HAMILTON THISTLE CLUB

776

E-3

NAB

263Xika

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

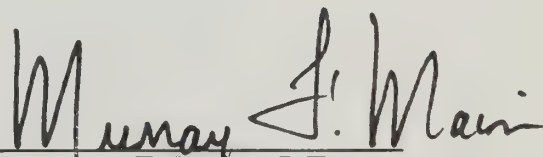
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Guise Street East and John Street North - Intersection Control.
[TEC-300-93]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Guise Street East and John Street North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

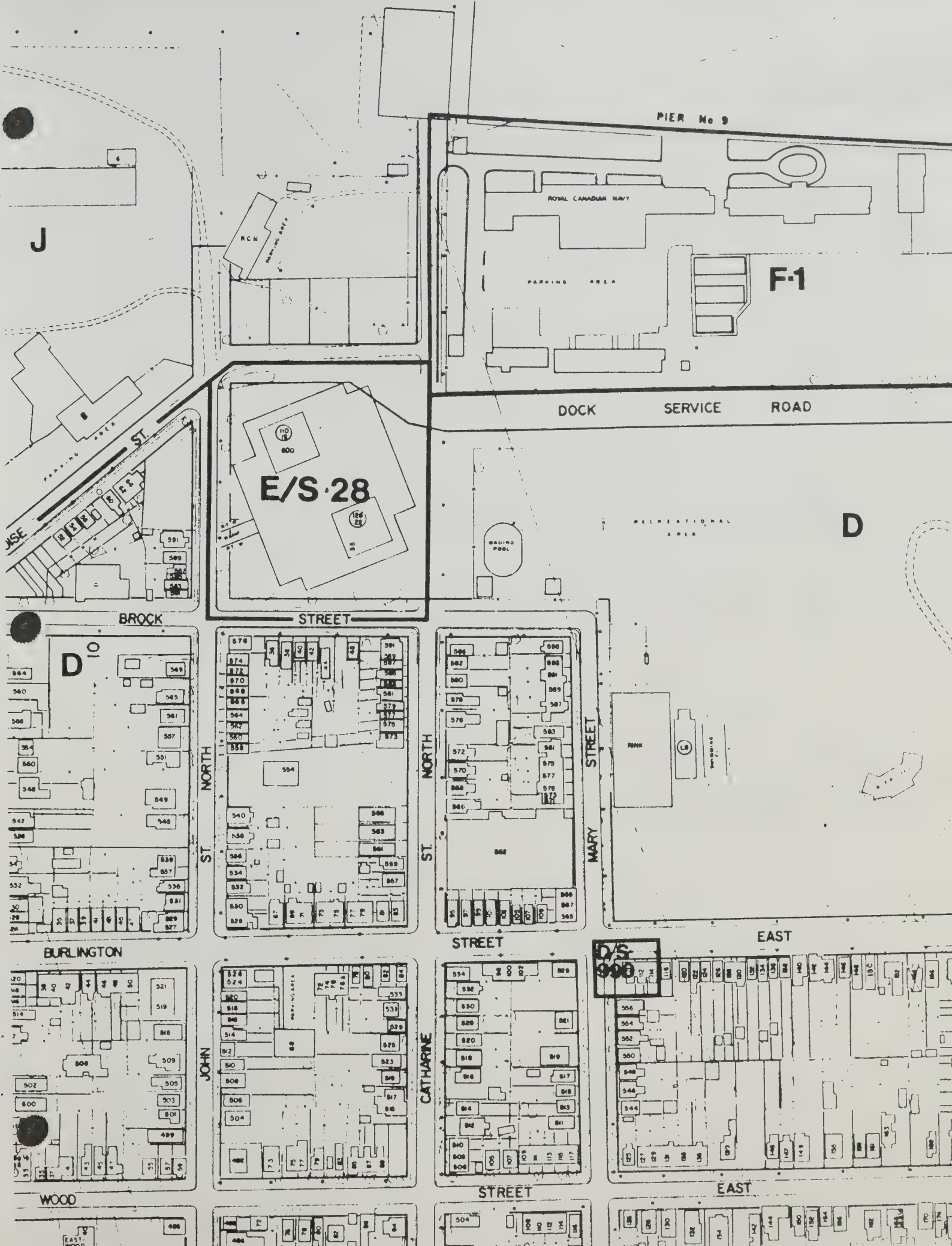
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Sergeant Newton of the Canadian Armed Forces Hamilton District Headquarters, 650 Catharine Street North, that three-way stop control be implemented at the intersection of Guise Street East and John Street North.

The subject intersection is a "T" type intersection, and presently, eastbound and westbound traffic on Guise is required to stop for northbound traffic on John. Traffic Department records indicate that there has been one reported collision at this intersection in the past seven years. Thus, the intersection is operating extremely safely. However, the existing two-way stop control on the top of the "T" intersection is an unusual and confusing type of intersection control. Therefore, although there has not been a documented collision problem, the Traffic Department concurs with the request for three-way stop control.


MT/CVB/kg



J

PIER No 9

ROYAL CANADIAN NAVY

PARKING AREA

F-1

DOCK SERVICE ROAD

E/S 28

RECREATIONAL AREA

D

BROCK STREET

BROCK STREET

D

ST. NORTH

ST. NORTH

MARY STREET

BURLINGTON STREET

STREET

EAST

WOOD

STREET

EAST

D/S

260X11X6

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

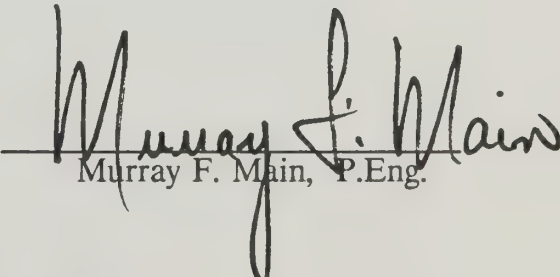
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Hillyard Street and Land Street - Intersection Control. [TEC-306-93]

RECOMMENDATION:

- a) That eastbound traffic on Land Street be required to stop for northbound and southbound traffic on Hillyard Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from an employee of the Hamilton Harbour Commission, No. 578 Wellington Street North, that stop control be implemented at the intersection of Hillyard and Land, since their vehicles access Pier No. 15 via Hillyard.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that eastbound traffic on Land be required to stop for northbound and southbound traffic on Hillyard.

MS
MT/CVB/kg

PIER No 15

PIER

TAGGART
TRUCKING

INTERNATIONAL HARVESTER CO OF CANADA LTD
(EDWIN MILL)

INTERNATIONAL HARVESTER CO OF CANADA LTD
DRILL PLANT

INTERNATIONAL HARVESTER CO OF CANADA LTD
TRUCK PLANT
AND NEW TRUCK

MATCH LINE

SHIP ST

K

STREET

HILLYARD ST

ST

LAND

K/S-727

BURLINGTON

STREET

ST

26XiiXc

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

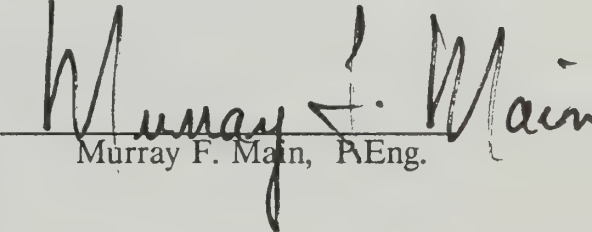
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Graystone Drive and Greyfriar Drive - Intersection Control. [TEC-307-93]

RECOMMENDATION:

- a) That eastbound traffic on Greyfriar Drive be required to stop for northbound and southbound traffic on Graystone Drive; and
- b) That westbound traffic on Graystone Drive be required to stop for northbound and southbound traffic on Greyfriar Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

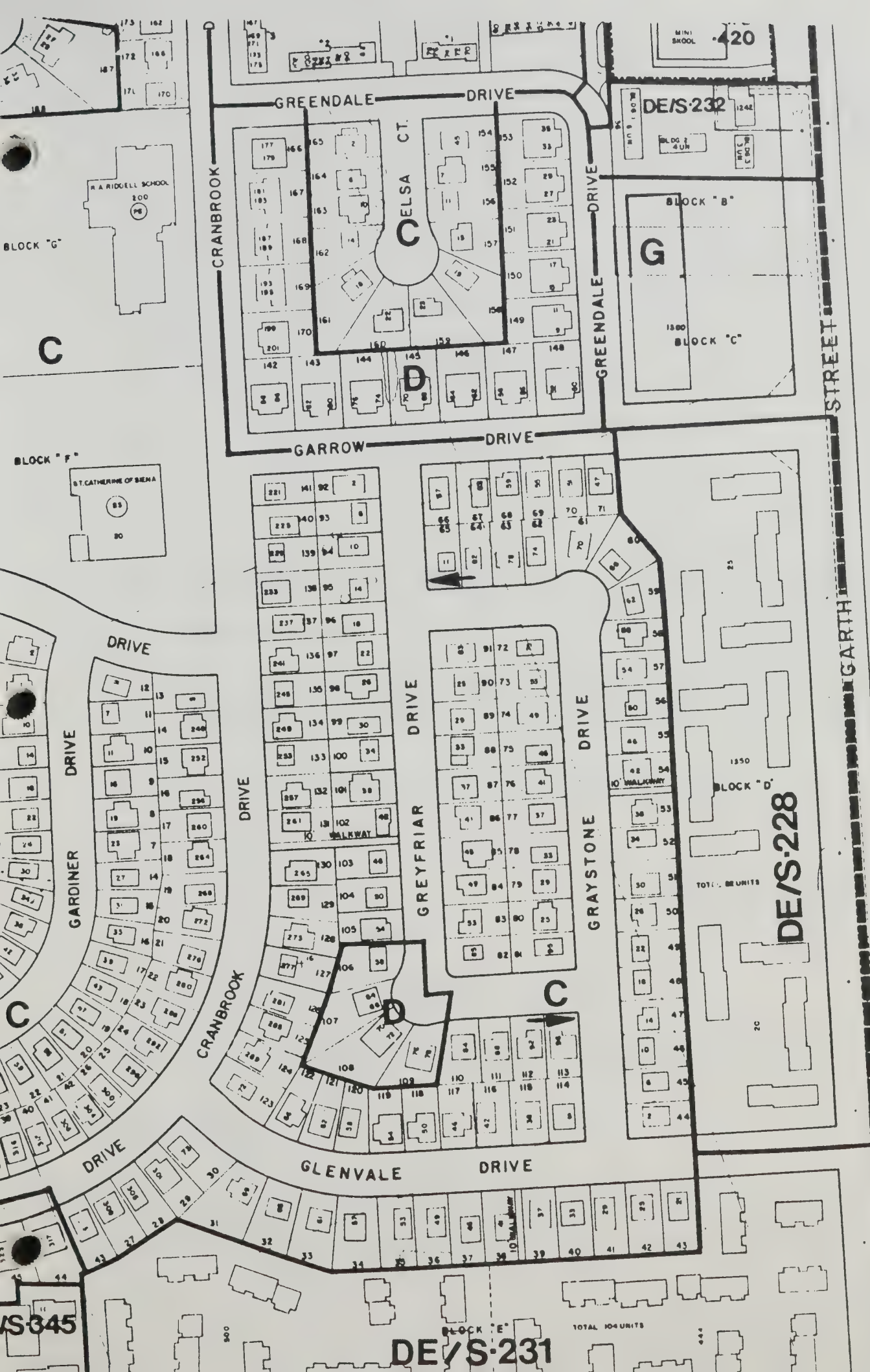
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Barb Moore, No. 92 Greyfriar Drive, that stop control be implemented at the intersections of Graystone and Greyfriar.

Graystone and Greyfriar intersect at two locations and both are "T" type intersections. Presently, there are no intersection control signs at the subject intersections. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that traffic on the stem of these "T" type intersections be required to stop for traffic on the top of the "T".

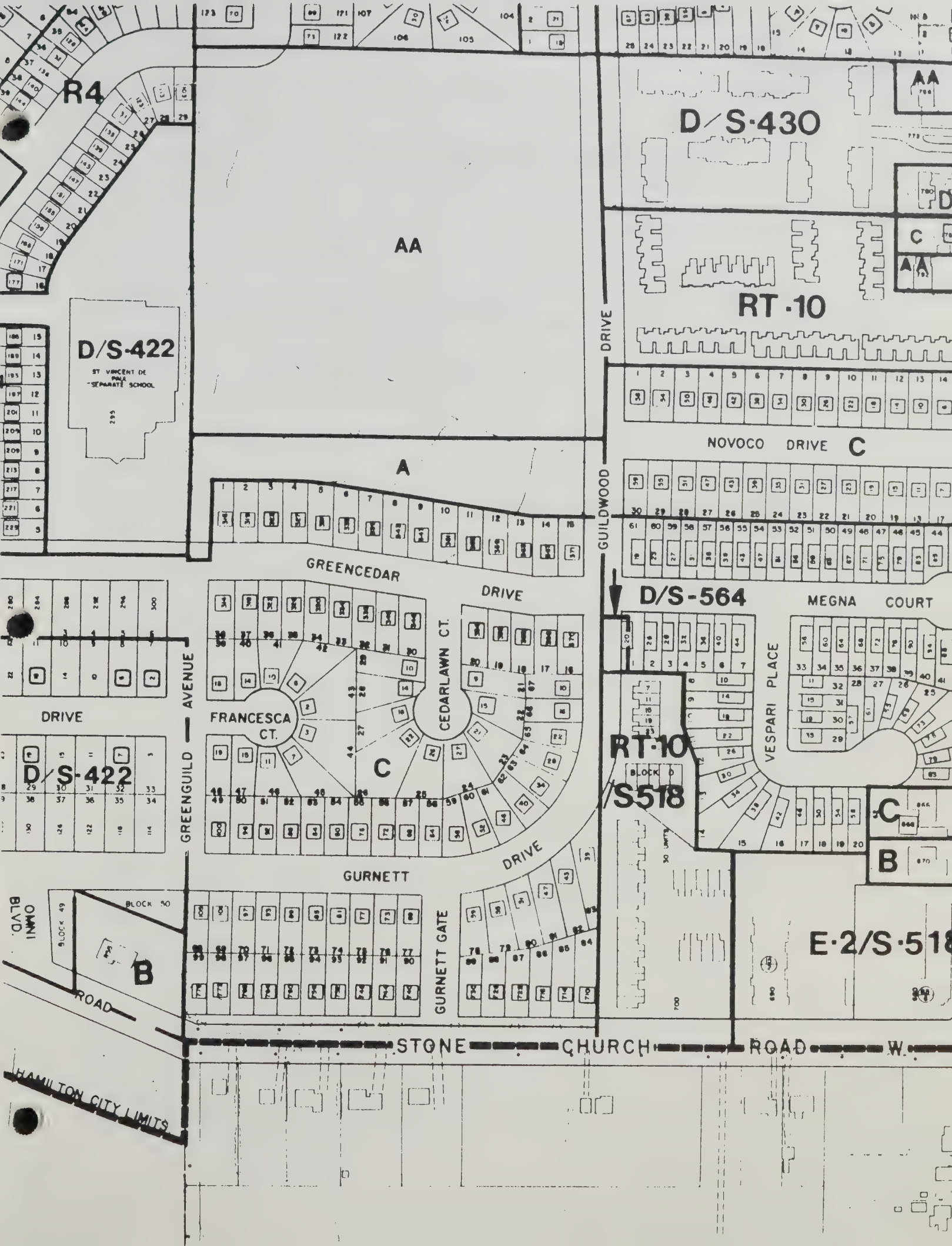
MT
MT/CVB/kg



Gurnett has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct visibility to some degree. Therefore, staff concur with the request.

The implementation of the requested regulation will result in a loss of two legal on-street parking spaces. However, since virtually all area residents have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


MT/CVB/kg



R4

D/S-422

ST VINCENT DE PAUL
SEPARATE SCHOOL

AA

D/S-430

RT-10

NOVOCO DRIVE C

D/S-564

MEGNA COURT

RT-10
S518

E-2/S-518

DRIVE

GREENGUILD AVENUE

GREENCEDAR DRIVE

DRIVE

FRANCESCA CT.

CEDARLAWN CT.

GURNETT DRIVE

GURNETT GATE

STONE CHURCH ROAD W.

HAMILTON CITY LIMITS

2 (B) Xii Xe

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 4

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

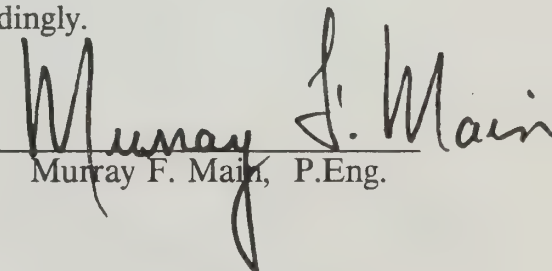
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Park Street South, south of Hunter Street West - Corner Clearance
[TEC-11-94]

RECOMMENDATION:

- (a) That stopping be prohibited on the west side of Park Street South from Hunter Street West to a point 70 feet southerly therefrom; and
- (b) That the City Traffic By-law 79-82 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

At a recent meeting in His Worship Mayor Robert M. Morrow's office with Mr. R.J. McLelland, 20-75 Duke Street and Mr. W.A. Watson, 15-80 Duke Street, concerns were expressed regarding difficulties for motorists turning off of Hunter onto Park when vehicles are parked on the west side of Park too close to the intersection at Hunter. An investigation has revealed that parking is prohibited between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday and allowed at other times on the west side of Park in this area.

Stopping is prohibited on the east side immediately south of Hunter because the pavement width is only 21 feet at this point.

Due to the narrow pavement width, it is concluded that turning movements could be obstructed by parked vehicles on the west side of the street immediately south of Hunter. Therefore, it is recommended that stopping be prohibited on the west side of Park from Hunter to 70 feet southerly. The proposed stopping prohibition will result in a loss of two legal on-street parking spaces during the evening hours and all day on Sundays. However, since parking is allowed during these hours on the west side of the street for the remainder of the block and also on the east side in the southerly portion of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

MH/jd

210XiiiXf

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

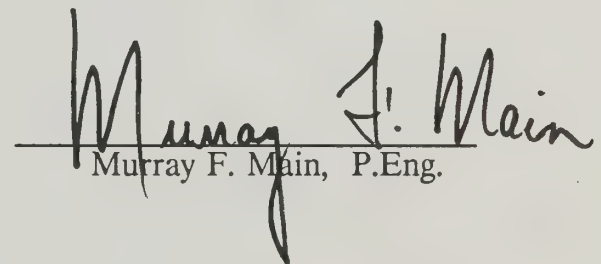
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Main Street West and Sheridan Lane - Corner Clearance. [TEC-13-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south side of Sheridan Lane, commencing at Main Street West and extending to a point 59 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department received a concern from Mr. Rao, 356 Whitney Avenue, regarding traffic congestion at the intersection of Sheridan Lane and Main Street West.

Sheridan has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Mr. Rao has expressed concern that when vehicles are parked on both sides of Sheridan east of Main, turning movements for northbound vehicles on Main attempting to turn east onto Sheridan are obstructed to some degree. An investigation has confirmed that parked vehicles in this area do obstruct turning movements somewhat and therefore, staff concurs.

The implementation of this regulation will result in a loss of one legal on-street parking space immediately adjacent to the apartment building at No. 1797 Main Street West. However, since there is unrestricted parking on both sides for the remainder of the street and the abutting apartment building has available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.


MT/CVB/kg



2 (BXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 02

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

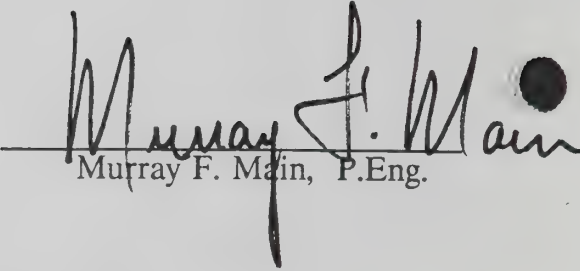
SUBJECT:

Application to lease a portion of the boulevard of Bold Street adjacent to No. 125 Park Street South, Multiple Residential. [TEC-303-93]

RECOMMENDATION:

That the application of Mr. Paul Clarini to lease a portion of the boulevard of Bold Street adjacent to No. 125 Park Street South be approved, provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$59.57 per space per year) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one time \$50.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one time \$191.24 (including G.S.T.) processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be \$238.30 per year.

BACKGROUND:

Mr. Clarini has applied for permission to lease a portion of the road allowance of Bold Street adjacent to the multiple residential property at No. 125 Park Street South to park six vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

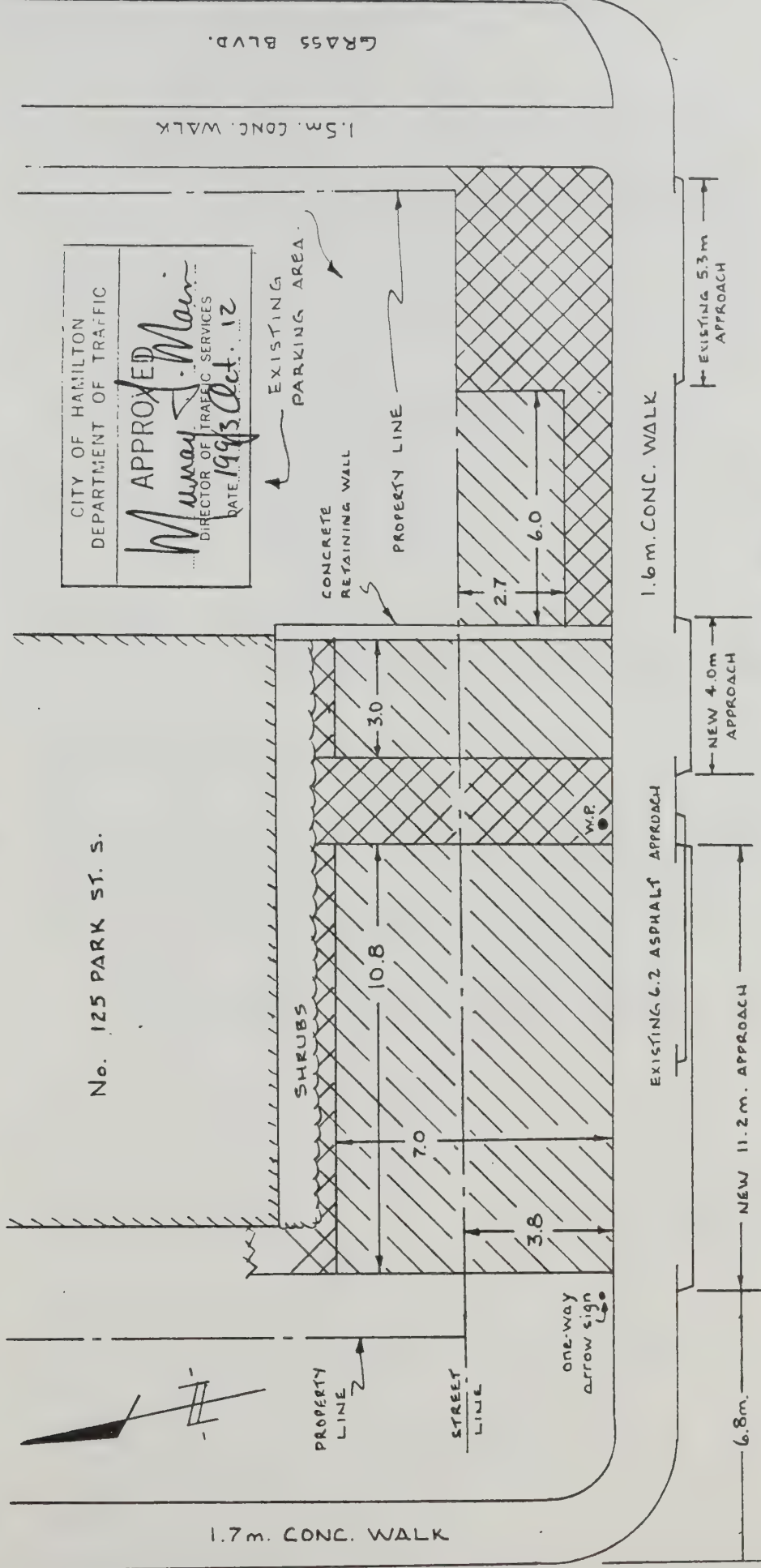
The applicant has forward the completed agreements which are satisfactory to the Traffic Department as well as a cheque in the amount of \$506.22 which represents the first annual leasing fee (\$254.98) and encroachment insurance (\$10.00), as well as the one time registration fee \$50.00) and one time processing fee (\$191.24).


CVB/MH/ca

cc: Ms. Patrice Noe Johnson
City Solicitor

PARK STREET SOUTH

SCHEDULE "B"



No. 125 PARK ST. S.

CITY OF HAMILTON
DEPARTMENT OF TRAFFIC
APPROVED
Murray J. Main
DIRECTOR OF TRAFFIC SERVICES
DATE: 1993 Oct. 12

BOLD STREET



REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD-SURFACED)

AREA PAVED BUT NOT LEASED
FOR PARKING PURPOSES

SCALE: 1:125 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

2(Exi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 6
T103 37 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department


SUBJECT: Banner Application:
Junior Achievement of Hamilton-Wentworth

R-94-10

RECOMMENDATION:

That the application of C. Houslander, agent for the Junior Achievement of Hamilton-Wentworth (48 Ferguson Avenue South, Hamilton) to display a promotional banner across Main Street West, in front of City Hall, from March 16, 1995 to March 23, 1995; March 4, 1996 to March 11, 1996; March 3, 1997 to March 10, 1997; and March 9, 1998 to March 16, 1998 with the following message be approved:

JUNIOR ACHIEVEMENT OF HAMILTON-WENTWORTH
"YOUR INVESTMENT IN FREE ENTERPRISE"



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

Page -2-
January 5, 1994

**Banner Application
Junior Achievement of Hamilton-Wentworth**

BACKGROUND:

An application has been received from C. Houslander, agent for the Junior Achievement of Hamilton-Wentworth, requesting permission to display a promotional banner across Main Street West in front of City Hall.

The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to this application.

This application is being presented to your Committee because this is the first time that the Society has requested this banner message. Council has requested that a report be submitted to your committee for approval the first time through the process.

 JKC.

cc: D. Duncan, Public Works Department

CITY OF HAMILTON
-RECOMMENDATION-

26Xii)

DATE: January 5, 1994
S708-74 M.J. Inrig
S718-68 R.K. Earle
S723-64 P.Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: 1994 Servicing Expenditures Related to Subdivisions (R-94-03)

RECOMMENDATION:

- a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" HARBOTTLE ESTATES - PHASE 2 ", Hamilton

City's Share \$ NIL

Owner's Share - \$ 16,834.00

" ROSE GARDENS - PHASE ONE ", Hamilton

City's Share \$ NIL

Owner's Share - \$ 151,637.00

" WISEMOUNT ESTATES - PHASE 5 ", Hamilton

City's Share \$ NIL

Owner's Share - \$ 17,683.78

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of " Harbottle Estates - Phase 2", Hamilton, " Rose Gardens - Phase One ", Hamilton and " Wisemount Estates - Phase 5 ", Hamilton and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

cont'd...

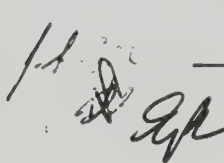
-Page 2-

January 5, 1994

1994 Servicing Expenditures Related to Subdivisions (R-94-03)

cont'd...

- iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

 Ed Gill
E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with these developments.

cont'd...

January 5, 1994

1994 Servicing Expenditures Related to Subdivisions (R-94-03)

cont'd...

BACKGROUND:

HARBOTTLE ESTATES - PHASE 2, Hamilton

On 1989 October 10, City Council in adopting Item 11 of the Planning and Development Committee Report 23-89 approved the proposed draft plan for "Harbottle Estates" under the condition that the Owner (now Starward Homes Limited) enter into a subdivision agreement with the City of Hamilton. "Harbottle Estates - Phase 2" subdivision is the final phase of the original approved draft plan.

The development of "Harbottle Estates - Phase 2" will result in the creation of six (6) single family residential lots along the south side of Appleblossom Drive. In this particular development, the above ground works were constructed under "Orchard Park Estates - Phase 2" subdivision. Therefore, with the exception of lot grading, sodding and tree planting, the Owner will not be installing any above ground works in this development. In addition, there will be no cost recovery by the City for the existing works on Appleblossom Drive as Starward Homes Limited has paid the full cost to construct the roadway under "Orchard Park Estates - Phase 2" subdivision.

The lands of "Harbottle Estates - Phase 2" are located west of Chesley Street and north of Stone Church Road West in the Gourley Planning Neighbourhood.

ROSE GARDENS - PHASE ONE, Hamilton

On 1990 April 10, City Council in adopting Item 19 of the Planning and Development Committee Report 8-90 approved the proposed draft plan for "ROSE GARDENS". Rose Gardens - Phase One is a small portion of the original draft plan.

The Owner, **Ideal Furniture Limited**, will be executing a Subdivision Agreement as a condition of draft plan approval with the City in the near future. This development will result in the creation of 14 lots presently and 16 lots in the future, all for single family residential use which will be located south/west of Limeridge Road East and Upper Wentworth Street intersection in the Crerar Neighbourhood.

Cont'd....

-Page 4-

January 5, 1994

1994 Servicing Expenditures Related to Subdivisions (R-94-03)

cont'd...

"WISEMOUNT ESTATES - PHASE 5", Hamilton

On September 27, 1983, City Council approved the draft plan conditions for "WISEMOUNT FOREST SURVEY - PHASE III", now known as "WISEMOUNT ESTATES", subject to certain conditions.

The Owner, 822827 ONTARIO INC., wish to proceed with Wisemount Estates - Phase 5. One of the draft plan conditions of draft plan approval requires the owners to enter into Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. This development will result in the creation of one Block for a future apartment building, which is located on the north west corner of Limeridge Road East and Upper Kenilworth in the Lisgar Neighbourhood.

RKE/PS/MJI:

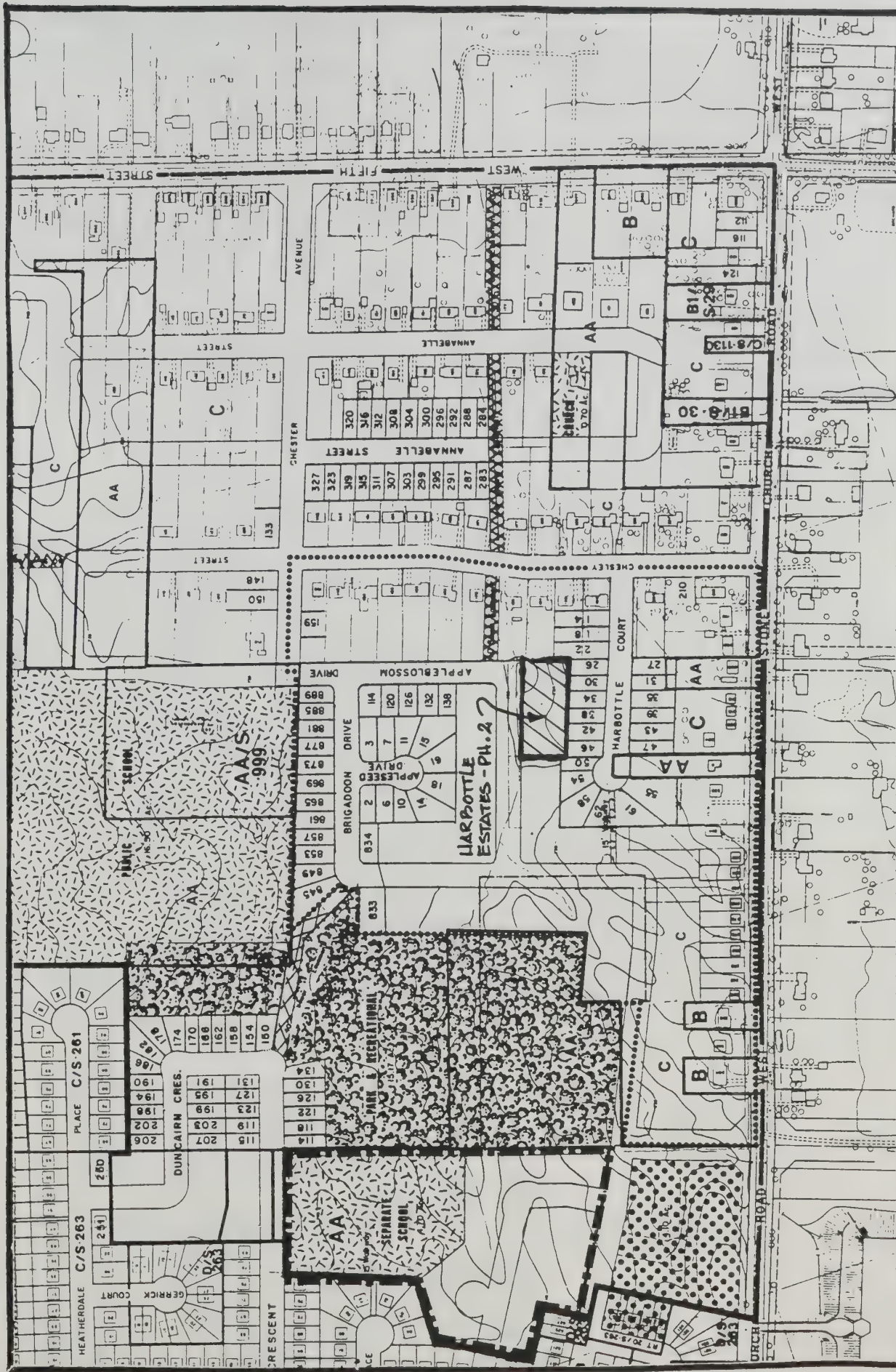
RE. PS. MJI

cc: A. C. Ross, City Treasury Department

cc: M. Watson, Real Estate Division, City Property Department

cc: Councillor D. Ross, Chairman, Finance and Administration Committee

UNIX/ADM/T&E/3

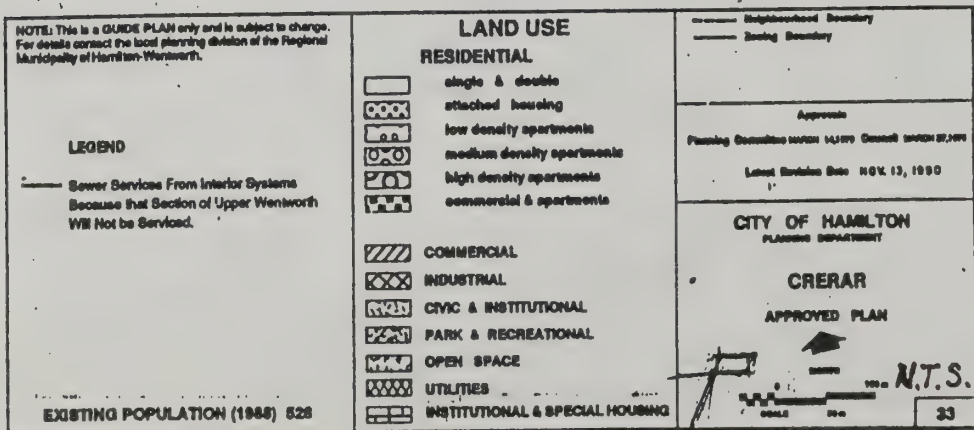
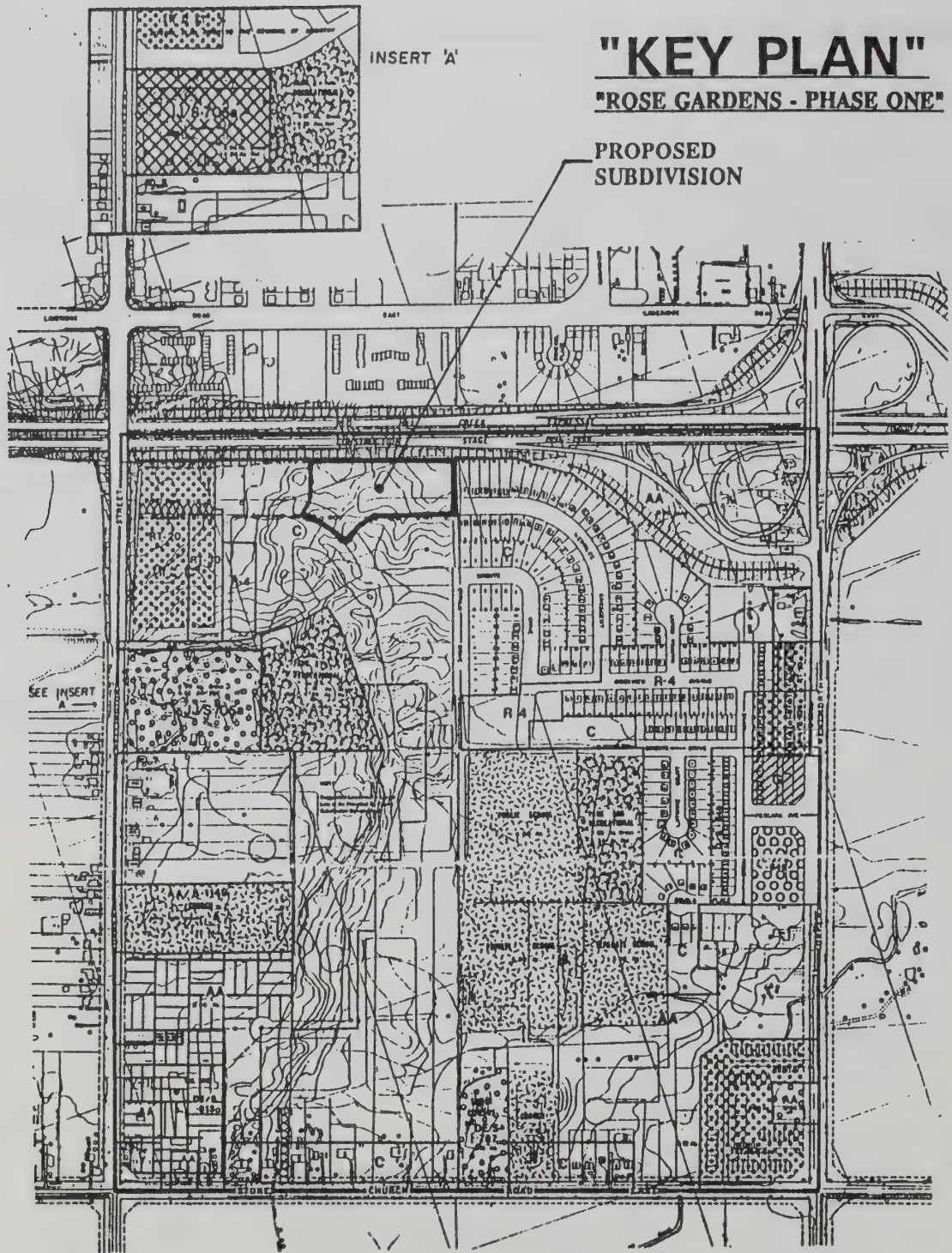


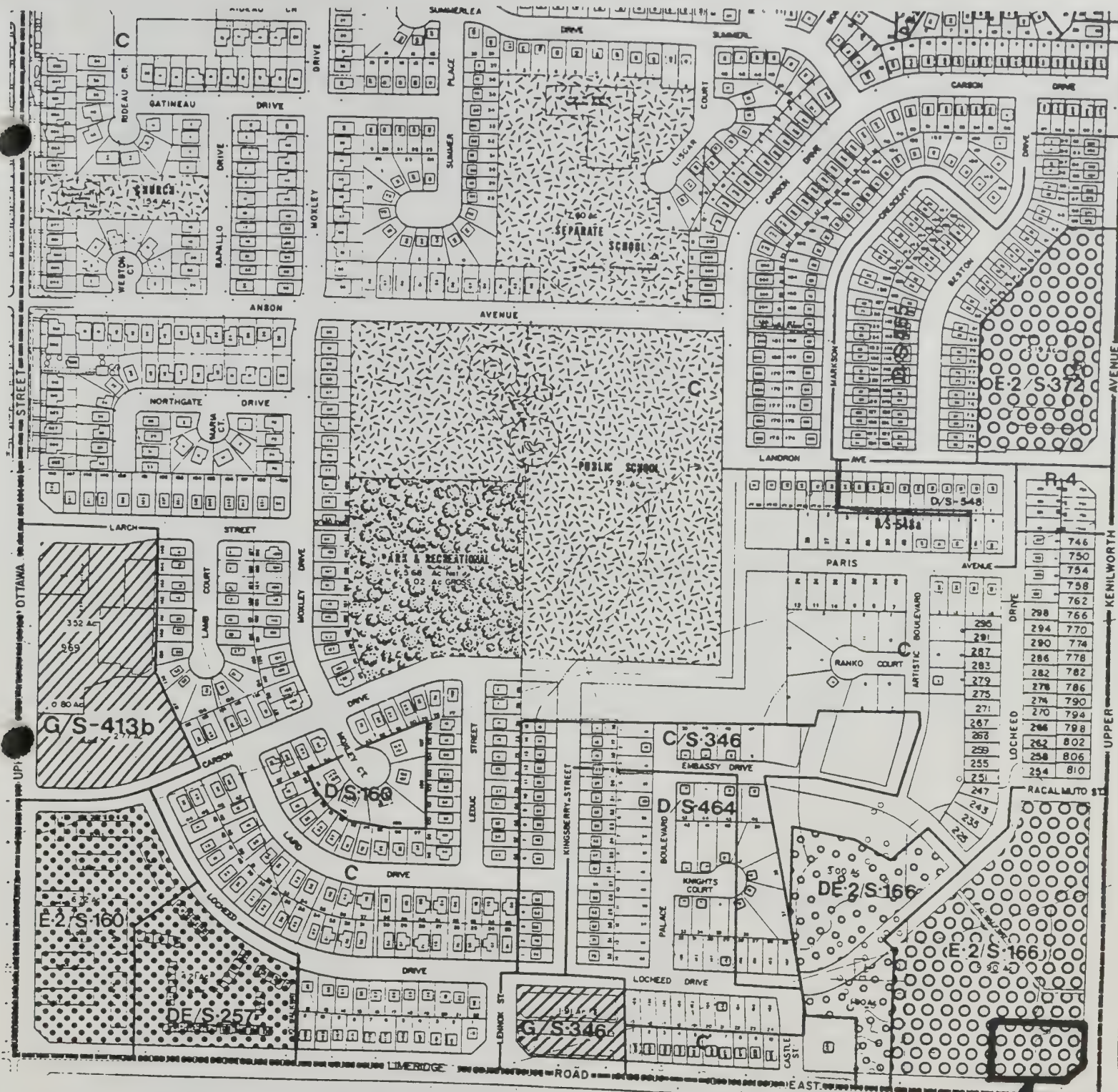
KEY PAL

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ACURLEY

APPROVED PLAY





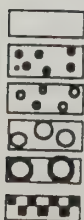
"KEY PLAN"

"WISEMOUNT ESTATES - PHASE 5"

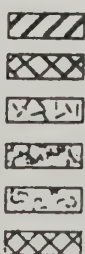
PROPOSED
SUBDIVISION

LAND USE

RESIDENTIAL



- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

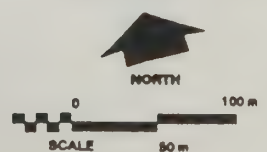


- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

CITY OF HAMILTON
PLANNING DEPARTMENT

LISGAR

APPROVED PLAN



1994 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

NAME OF: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS AND LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
SCHEDULE "A"								
BARBOTTLE ESTATES PHASE 2 Harvard Homes Limited J. J. Clarke & Assoc. J. J. Clarke, O.L.S. File No. S708-74)	6 LOTS Hamilton	Oct. 10, 1989 P & D Report 23-89 Item 11(b)	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Storm & Sanitary Sewers Watermain Seeding	\$ 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	\$ 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	\$ 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	\$ 16,834.00	\$ 16,834.00
ROSE GARDENS PHASE 1 Ideal Furniture Limited A. J. Clarke and Assoc. J. J. Clarke, O.L.S. File No. S718-68)	14 LOTS Hamilton	April 10, 1990 P & D Report 8-90 Item 19(a)	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	\$ 0.00 0.00 0.00 0.00 0.00 0.00	\$ 0.00 0.00 0.00 0.00 0.00 0.00	\$ 0.00 0.00 0.00 0.00 0.00 0.00	\$ 151,637.00	\$ 151,637.00
WISEMOUNT ESTATES ESTATES - PHASE 5 222827 ONTARIO INC. Orbex Engineering Limited J. J. Balaban, O.L.S. File No. S723-64)	1 BLOCK Hamilton	Item 4(b) P & D 19-83 Sept. 27, 1983	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Storm & Sanitary Sewers Watermain Fencing Seeding	\$ 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	\$ 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	\$ 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	\$ 17,683.78	\$ 17,683.78
TOTALS:				\$ 0.00	\$ 0.00	\$ 0.00	\$ 186,154.78	\$ 186,184.78

26Xiii

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 07
S715-21 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into Appleblossom Drive by By-Law. (R-94-04)

RECOMMENDATION:

- a) That the following City lands be incorporated into Appleblossom Drive as noted in Schedule "A":
- | | | |
|--------------------|-------------------|----------------|
| Appleblossom Drive | Parts 6, 7, 8 & 9 | Plan 62R-12526 |
|--------------------|-------------------|----------------|
- b) That the By-Law to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Appleblossom Drive	Part of Block 30, Plan 62M-710, design- ated as Parts 8 & 9, Plan 62R-12526	N/A	To provide access from Parts 4 & 5, Plan 62R-12526 to Appleblossom Drive, Plan 62M-710	E220-0706 S715-21
Appleblossom Drive	Part of Lot 30, Registered Plan No. 947, designated as Parts 6 & 7, Plan 62R-12526	N/A	To complete the final width of Appleblossom Drive in that area and provide access from Parts 3 & 4, Plan 62R-12526 to Appleblossom Drive, Plan 62M-710	S715-21

cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TO INCORPORATE CITY LANDS
DESIGNATED AS PARTS 6, 7, 8 & 9, PLAN 62R-12526
INTO APPLEBLOSSOM DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Appleblossom Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Appleblossom Drive.

Firstly:

Part of Lot 30, Registered Plan No. 947, designated as Parts 6 & 7, on Plan 62R-12526.

Secondly:

Part of Parcel Reserves -1, Section 62M-710. Part of Block 30, Plan 62M-710, designated as Parts 8 & 9, on Plan 62R-12526. Being Part of the Parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

CITY OF HAMILTON

- RECOMMENDATION -

26Xiv

DATE: 1994 January 5
T103-03 (298) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Rescind Alley Closure: East/West Alleyway Adjacent
to 276 Sanford Avenue North

R-94-05

RECOMMENDATION:

That Item 52, of the 7th Report of the Transport and Environment Committee, adopted by City Council on June 30, 1992, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1990, on behalf of D. Hill and A. Dabner, for an order closing the East/West Alleyway Adjacent to 276 Sanford Avenue North, be rescinded.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

January 5, 1994

Rescind of Alley Closure
Adjacent to 276 Sanford Ave. N.

cont'd...

BACKGROUND:

D. Hill and A. Dabner initiated closure of the East/West alley adjacent to 276 Sanford Ave. N. to the limit of their property on January 28, 1992. On June 30, 1992 Council directed the City Solicitor to make application to a County Court Judge for an order to stop up and close the subject alley.

The Law Department informed the applicant's solicitor that the file was in abeyance and that failure to communicate his intentions with regards to the closure would result in the Law Department recommending that the Council resolution for closure be rescinded.

On June 28, 1993, the Law Department requested this Department submit a report to your Committee recommending that the alley closure resolution be rescinded. It would appear that the applicant does not intend to pursue this closure and, therefore, this Department is in agreement that the previous Council resolution be rescinded.

 JKC:

cc: Alderman, M. Kiss
cc: Alderman, T. Cooke
cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

2(CXV)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 5
T103-03 (200) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Rescind Alley Closure: Rear of 306 East 28th Street

R-93-07

RECOMMENDATION:

That Item 16, of the 4th Report of the Transport and Environment Committee, adopted by City Council on February 23, 1988, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of P. Renaud, for an order closing a portion of the north/south alley between East 27th Street and East 28th Street at the rear of 306 East 28th Street for approximately 39.5m, be rescinded.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

-Page 2-
January 4, 1994

**Rescind of Alley Closure
Rear of 306 East 28th Street**

cont'd...

BACKGROUND:

P. Renaud, agent for the abutting owner, initiated closure of a portion of the north/south alley between East 27th Street and East 28th Street at the rear of 306 East 28th Street for approximately 39.5m, on April 17, 1986. On February 23, 1988, Council directed the City Solicitor to make application to a County Court Judge for an order to stop up and close the subject alley.

The Law Department informed the applicant's solicitor that the file was in abeyance and that failure to communicate his intentions with regards to the closure would result in the Law Department recommending that the Council resolution for closure be rescinded.

On August 30, 1993, the Law Department requested this Department submit a report to your Committee recommending that the alley closure resolution be rescinded. It would appear that the applicant does not intend to pursue this closure and, therefore, this Department is in agreement that the previous Council resolution be rescinded.

Jmz JKC:

cc: Alderman, H. Merling
cc: Alderman, T. Anderson
cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

CITY OF HAMILTON
- RECOMMENDATION -

2 (KXvi)

DATE: 1993 December 29
T103 23 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Street Closure: Hughson Street between
Hunter Street and Jackson Street R-94-06

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of D. Marsales, agent for Hamilton Hydro-Electric System to temporarily close Hughson Street South between Hunter Street and Jackson Street from Monday January 3, 1994 to Tuesday January 11, 1994, in order to construct a manhole to accommodate a service to the future GO Transit Centre, subject to the following conditions:


- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services, and at the expense of the applicant;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Temporary Street Closure:
Hughson Street South

Cont'd...

- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the closure the applicant prior to the construction in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from D. Marsales, agent for Hamilton Hydro-Electric System requesting permission to close Hughson Street between Hunter and Jackson from Monday January 3, 1994 to Tuesday January 11, 1994 to allow for construction of a manhole to provide a service to the new GO Centre at 22 Hunter Street East.

The Traffic Department was notified of the request and subsequently informed all emergency operations of the closure.

As all affected Departments and emergency agencies were informed and no objections were received, this Department was not opposed to the closure.

 JKC:

cc: Staff Sgt. M. Heddle, Police Services
cc: M. Main, Director of Traffic Services

26Xviii

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 6
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

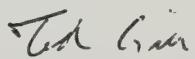
SUBJECT: Encroachment Agreements

R-94-09

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1994 January 4

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

 JKC:jn

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: January 25, 1994

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
51 Bristol St.	Wood Steps measuring 0.9' by 3.0'	Leggat, Blackwin, Keesmaat & Dixon 20 Hughson St. S. Hamilton, Ontario L8N 3P6	\$112/20.00	T103-50-978
37 Ferrie St. W.	concrete Verandah measuring 2.78' by 8'	Burns, Cimba Barristers & Solicitors Commerce Place, Suite 1100 One King St. W. P.O. Box 987 Hamilton, Ontario L8N 4B7	\$134/20.00	T103-50-1075
384 Charlton St. W.	Frame Verandah and steps measuring 3.4' x 19.6'	Simpson, Watson & Vujnovic Barristers & Solicitors 950 King Street West Hamilton, Ontario L8S 1K8	\$112/20.00	T103-50-1028
116 Crosthwaite Ave. N.	Frame appendage measuring 1.2' x 6.95'	Joel B. Kerr, LL.B. Barrister/Solicitor/ Notary Public Suite 205, 135 James St. S. Hamilton, Ontario L8P 2Z6	\$112/20.00	T103-50-982
167 Simcoe St. E.	Porch and steps measuring 11.15' x 3.45'	Borkovich & Ingrassia Barristers & Solicitors One Main Street East Hamilton, Ontario L8N 1E7	\$112/20.00	T103-50-1069

2 (b)(1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 6

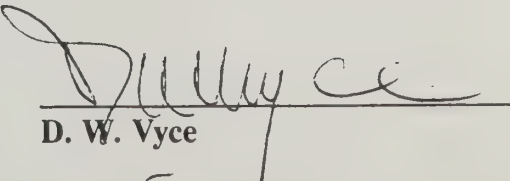
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Alley Closure and Sale
Rear Land Abutting Municipal Address
2058 Barton Street East - Sophie Tchorewski
Part 3, Plan 62R-11618

RECOMMENDATION:

- a) That an Offer to Purchase (Highway Closure), duly executed by the abutting homeowner, Sophie Tchorewski, on 1993 December 14, and scheduled to close within thirty (30) days of the completion of the conditions as set out in the Agreement, but in any event no later than 1995 October 5, for the purchase of the lands described as part of the alley lying south of Lots 221, 222 and 223 in the block bounded by Brunswick, Barton and Osborne Streets and Melvin Avenue, Registered Plan 593 (Centennial Park Survey), more particularly described as having a width of 1.524 metres (5.0 feet) more or less, by a length of 10.668 metres (35.0 feet) more or less, and comprising a total area of 16.257 square metres (175.0 square feet) more or less, designated as Part 3, and lying directly south of municipal address 2058 Barton Street East, be approved and completed, and the funds derived from this sale of \$1 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases).
- b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

On 1990 March 13, City Council adopted Item 1 of the 4th Report of the Transport and Environment Committee, thereby authorizing the stopping-up, closure and sale of the subject alleyway.

Subsequently, this alley was closed by Judge's Order on 1993 July 17 as Instrument No. 159226, and we are now proceeding to sell the closed alley as directed. Previously, three (3) other portions of this alleyway were approved for sale by City Council on 1993 September 28 through its adoption of Items 24, 25 and 26 of the 12th Report of the Transport and Environment Committee. Ms. Tchorewski had previously declined said purchase largely due to a language barrier which we have since overcome and now desires to purchase these lands.

WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys, Roads Department



URGENT MATTER
PLEASE SEE COUNCIL FILE NO. 100-85-85

<p>100 108 104 100 99 104 100 85 85</p> <p>This is not a Legal Document For Zoning Verification Purposes Contact City Building Department</p> <p> Neighbourhood Boundary Zoning Boundary </p> <p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth</p>	<p>CITY OF HAMILTON</p> <p>McQUESTEN EAST</p> <p>ZONING</p> <p> SCALE 50m </p> <p> </p> <p> Planning UNIT NO. 6511 </p> <p> PAGE NO. 99 </p>
---	--

OFFER TO PURCHASE
(HIGHWAY CLOSURE)

I/We SOPHIE TCHOREWSKI

of the City of Hamilton,

in The Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor or the City,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in The Regional Municipality of Hamilton-Wentworth and being composed of part of the alley lying south of Lots 221, 222 and 223 in the block bounded by Brunswick, Barton and Osborne Streets and Melvin Avenue, Registered Plan 593 (Centennial Park Survey), more particularly described as having a width of 1.524 metres (5.0 feet) more or less, by a length of 10.668 metres (35.0 feet) more or less, and comprising a total area of 16.257 square metres (175.0 square feet) more or less, designated as Part 3 on Reference Plan 62R-11618, and lying directly south of municipal address 2058 Barton Street East.

at the price of ONE----- DOLLARS (\$1.00)
of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 1st day of February 1994, by a letter mailed or delivered to the Purchaser at 2058 Barton Street East, Hamilton, Ontario, L8N 2Z4.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions, covenants and those easements contemplated herein.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs. Save as to any valid objection made within thirty days, the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. (a) This transaction shall be closed within 30 days after the conditions in this Offer (and in its Schedules, if any) have been fulfilled to the satisfaction of the City;
(b) In the event that the said conditions are not fulfilled on or before the 5th day of October, 1995, then this Agreement shall be at an end and the deposit shall be returned to the Purchaser without interest and the City shall not be liable to reimburse the Purchaser for any expenses. The Purchaser agrees to execute, if requested, a release of this Agreement in a form satisfactory to the City Solicitor.

8. This transaction is subject to the following conditions being fulfilled to the satisfaction of the City on or before the completion of the sale of land to the Purchaser:

- (a) Publication of Notice by the City having taken place in the newspaper for four successive weeks of Council's intent to,
 - (i) pass a by-law(s)
 - to close the highway, (where a portion of the highway included in this sale is to be closed by bylaw);
 - to authorize this sale of the closed highway; and
 - to authorize an alteration to a highway (where there is an alteration to a highway other than its closing subject to an alteration bylaw), [Sections 300 and 302 of the Municipal Act, R.S.O. 1990];
 - (ii) hear any person who claims that their land will be prejudicially affected by the by-law, [Section 300 of the Municipal Act, R.S.O. 1990];
- (b) The Regional Municipality of Hamilton-Wentworth not exercising its right, within 60 days of notification, to object to the passing of the highway closing by-law or the application for a Judge's Order (as the case may be) to close the said highway; [Regional Municipalities Act, R.S.O. 1990, Section 44];

ASSUMED/NON-ASSUMED HIGHWAYS - PROVISIONS

- (c) Where the said highway or a portion thereof included in this sale has BEEN assumed by the City, the closing of this sale is also conditional upon;

Firstly, the passing and registration of a by-law (pursuant to Section 297 of the Municipal Act, R.S.O. 1990), to stop-up, close and authorize the sale to the Purchaser of the said portion of the said municipal highway;

Secondly, the approval of the Minister of Municipal Affairs to the highway closing by-law, where the highway being closed was laid out on a plan of subdivision registered after March 27, 1946, [Municipal Act, R.S.O. 1990, Section 297(10)];

Thirdly, upon the City's compliance with the provisions of the Municipal Act respecting the closing and selling of highways and, in this regard, it is expressly understood and agreed that, notwithstanding acceptance of this Offer by the City,

- (i) that the City in its discretion may or may not decide to close-up and sell all or a portion of the said street: after the highway closure and sale is advertised and circulated to public agencies and/or after holding the required public hearing and comments are received; and
 - (ii) where the Purchaser is not the adjacent registered owner of a portion of the highway included in this sale, that the City is required to first offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that portion of the highway (after its closure) to the adjacent owner(s) and that if the adjacent owner exercises its right to purchase, the sale of such portion of the said highway to the Purchaser herein shall be cancelled as provided for in clause 8 (e);
- (d) Where the said highway or a portion thereof included in this sale has NOT been assumed by the City, the closing of this sale is also conditional upon,
 - (i) the Purchaser at its expense obtaining a plan of survey -- Reference Plan of the subject highway (alley) laid out satisfactory to the Regional Surveyor's Office;
 - (ii) an Order being issued by the Court (pursuant to the Registry Act, c. R.20, R.S.O. 1990, Section 88) and registered on title to close the said unassumed highway. Such Order shall be applied for by the Purchaser on behalf of and in the name of the City entirely at the Purchaser's expense. The Purchaser shall make such application using forms and processes satisfactory to the City Solicitor;

- (iii) the fact that the Court, notwithstanding acceptance of this Offer by the City, upon receiving the application in the City's name for an Order to close up the portion of the unassumed highway included in this sale, may or may not in its discretion, issue the Order requested or that the Court may Order less than the closing requested or may make its Order subject to such terms and conditions as it considers appropriate; The Purchaser agrees that this Offer is conditional upon and subject to the Order of the Court;
- (iv) this Offer to Purchase is conditional upon the City's compliance with the provisions of the Municipal Act and the Registry Act respecting the closing and selling of highways and in this regard, it is expressly understood and agreed that, notwithstanding acceptance of this Offer by the City,
 - (1) that the City in its discretion may or may not decide to sell all or a portion of the said street: after holding a public hearing and comments are received and/or after the highway closure and sale is advertised and circulated to public agencies; and
 - (2) where the Purchaser is not the adjacent registered owner of a portion of the highway included in this sale, that the City is required to first offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, that portion of the highway (after its closure) to the adjacent owner(s) and that if the adjacent owner exercises its right to purchase, the sale of such portion of the said highway to the Purchaser herein shall be cancelled as provided for in clause 8 (e);

NOTE TO AGENT: Delete either 8.(c) or 8.(d), above.

ADJACENT/NON-ADJACENT OWNER(S) - PROVISIONS

- (e) Where a portion of the highway being sold to the Purchaser is NOT ADJACENT to lands owned by the Purchaser, but adjacent to lands of another, -- the closing of this sale to the Purchaser is also conditional upon the adjacent registered land owner(s) deciding not to accept, within the time limit fixed by City by-law, the City's offer to sell, pursuant to Section 315 of the Municipal Act, R.S.O. 1990, the said portion of the adjacent closed street at the price such land is being offered herein to the Purchaser.

In the event the adjacent registered owner(s) exercises its right to so purchase, this Agreement shall

- (i) be null and void and the deposit shall be repaid to the Purchaser without interest; or
- (ii) remain in full force and effect except that the Purchaser shall be entitled to purchase only that portion of the closed street upon which the Purchaser's land abuts having a frontage of _____ and a depth of _____ more or less, at the reduced price of \$ _____ and the Offer to Purchase shall be deemed amended accordingly;

NOTE TO AGENT: Delete 8.(e) if not applicable; if 8.(e) is applicable, delete either 8.(e)(i) or 8.(e)(ii), above.

ASSIGNMENT BY PURCHASER - PROVISIONS

- 9. (a) Where the highway included in this sale is comprised solely of a portion of a highway which is not adjacent to any land of the Purchaser, no assignment of the interest of the Purchaser or any portion of this Offer shall be valid unless and until the assignee(s), the Purchaser and the City enter into an Assignment and Assumption Agreement satisfactory to the City which includes,
 - (i) the assignee's covenant to the City to fulfil all of the obligations of the assignor, including the purchase of the highway after its closing as provided for herein, handling at its expense the application for a Judge's Order (if any) and easement(s) (if any); and

- (ii) confirmation of City's rights to retain the deposit and application fees received from the original Purchaser in event of any default by the assignee of the Purchaser;
- (b) Where the highway included in this sale is comprised both of a portion of a highway which is adjacent to land of the Purchaser and a portion of highway which is not adjacent to land of the Purchaser, this Offer to Purchase may not be assigned by the Purchaser;
- (c) Where the highway included in this sale is comprised solely of a portion of a highway which is adjacent to land of the Purchaser,
 - (i) subject to paragraph (ii) below, in the event the Purchaser, at any time prior to the completion of this sale to the Purchaser, the Purchaser sells his adjacent land or in the event that upon completion of this sale to the Purchaser it is determined by the City that the Purchaser is not the registered owner of the adjacent land - this Agreement shall be at an end and the Purchaser's deposit shall be forfeited to the City in addition to any other rights the City may have and the City shall not be liable for any expenses incurred by the Purchaser;
 - (ii) this Offer to Purchase may be assigned by the Purchaser, provided the Purchaser, the new owner of the Purchaser's adjacent land and the City have entered into an Assignment and Assumption Agreement satisfactory to the City.
 - (iii) Such Assignment and Assumption Agreement shall include the following requirements:
 - (1) the assignee's covenant to the City to fulfil all of the obligations of the assignor, including the purchase of the highway after its closing as provided for herein, handling at its expense the application for a Judge's Order (if any) and easements;
 - (2) confirmation of City's rights to retain the deposit and application fees received from the original Purchaser in event of any default by the assignee of the Purchaser; and
 - (3) that the assignee is the new registered owner of the original Purchaser's adjacent land.

NOTE TO AGENT: Delete two of - 9.(a) (b) or (c).

EASEMENTS

10. (a) The closing of this sale transaction is also conditional,
- (i) upon the Purchaser entering into and registering easement(s) in favour of the Utility(ies) required below; or
 - (ii) the City granting such easements.

NOTE TO AGENT: Delete 10.(a) if not applicable; if 10.(a) is applicable, delete either 10.(a)(i) or 10.(a)(ii), above.

The City's deed to the Purchaser shall be subject to such registered easement(s) in favour of the Utility(ies) required below:

<u>Utility</u>	<u>Part(s) on Ref Plan/Schedule</u>
- The Regional Municipality of Hamilton-Wentworth	
- Union Gas Limited	
- Bell Telephone Company	
- Ontario Hydro	
- Hamilton Hydro	
- Local Cablevision Company	
- Other -	

- (b) Regarding the said easement(s), the Purchaser acknowledges and agrees:
- (i) that the Purchaser is required at its expense, to enter into the said easement Agreement(s), with and satisfactory to each Utility unless the City shall grant such easements. Such easement shall be registered before the completion of the sale of the closed highway to the Purchaser or shall be registered as otherwise required by the City or the Utility;
 - (ii) that within the said highway being closed and sold to the Purchaser are installed or, are intended to be installed, the property of the Utility which neither the City nor the Utility shall be obliged to remove from the said closed highway to accommodate the Purchaser's development or use of the closed highway unless otherwise set out herein; and
 - (iii) that the Easement Agreement with a Utility may prohibit the Purchaser's construction of buildings or structures on or beneath the lands included in this sale and will provide access to the Utility upon the said land for the purpose of operating, maintaining, replacing, or installing such services or other equipment the Utility requires.
11. The Purchaser hereby covenants and agrees to and with the City,
- (a) to not object to the closure and sale of the highway and the Purchaser hereby consents to the closing of the said street, including other portions thereof, if any, being sold to others;
 - (b) to accept title to the portion of the closed street included in this sale to the Purchaser subject to all existing registered easements and to all existing works of any Utility; and
 - (c) after taking title to the closed street from the City, the Purchaser acknowledges that he has all financial responsibility for the costs of developing the land and for the costs of obtaining all necessary services and approvals. No representation at all is made by the City on the willingness of any existing or proposed Utility to relocate or otherwise accommodate the Purchaser's use.
12. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances subject to the easements referred to herein and except as to any registered restrictions or covenants and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
13. The Purchaser shall assume taxes, local improvements, water and sewer rates from and after the date this transaction is completed with the Purchaser.
14. The deed or transfer is to be prepared by the Vendor in accordance with a plan of survey of the Vendor. If the Vendor does not have a plan of survey, the Purchaser shall have a plan of survey prepared at the Purchaser's expense satisfactory to the Vendor.
15. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
16. In the event of failure of the Purchaser to complete this transaction by the required closing date, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
17. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under the Planning Act, R.S.O. 1990. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.
18. This Agreement and its acceptance is to be read with all changes of gender or number required by the context. Headings in this Offer are for convenience only and do not affect the text of the Offer's provisions.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

In this Offer the term highway includes alley or lane.

Forming part of this Offer to Purchase is/are Schedule(s) A attached hereto.

DATED at 1/ AMILTON this 14 day of DECEMBER 1993.

SIGNED, SEALED AND DELIVERED

in the presence of



) Zohi Tchorowski (Seal) or c/s
) SOPHIE TCHOREWSKI
) _____ (Seal)
) _____
) _____ (Seal)

Name of Purchaser's Lawyer:

R. SKIBINSKI

Address of Purchaser's Lawyer:

414 MAIN ST EAST
HAMILTON L8N 1S9

Telephone: 5242454
Fax: 523-1733

City's Lawyer:

Law Department,
The Corporation of the City of Hamilton,
71 Main Street West,
P.O. Box 2040,
Hamilton, Ontario.
L8N 3T4

Telephone: 546-4520
Fax: 546-2142

GENERAL NOTE TO AGENTS:

Delete non-applicable paragraphs/clauses (if any) from this Offer to Purchase with heavy diagonal lines -- do not remove non-applicable paragraphs and clauses and do not re-number sections.

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT DATE <u>JANUARY 30, 1991</u> <u>Bryan Jacobs</u> BRYAN JACOBS ONTARIO LAND SURVEYOR		PLAN 62R-11618 RECEIVED AND DEPOSITED DATE <u>1991-03-08</u> <u>L. Radley Dpt.</u> LAND REGISTRY FOR THE REGISTRY DIVISION OF WENTWORTH (M962)
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CAUTION
 THIS PLAN IS NOT A PLAN OF SUBDIVISION
 WITHIN THE MEANING OF THE PLANNING ACT.

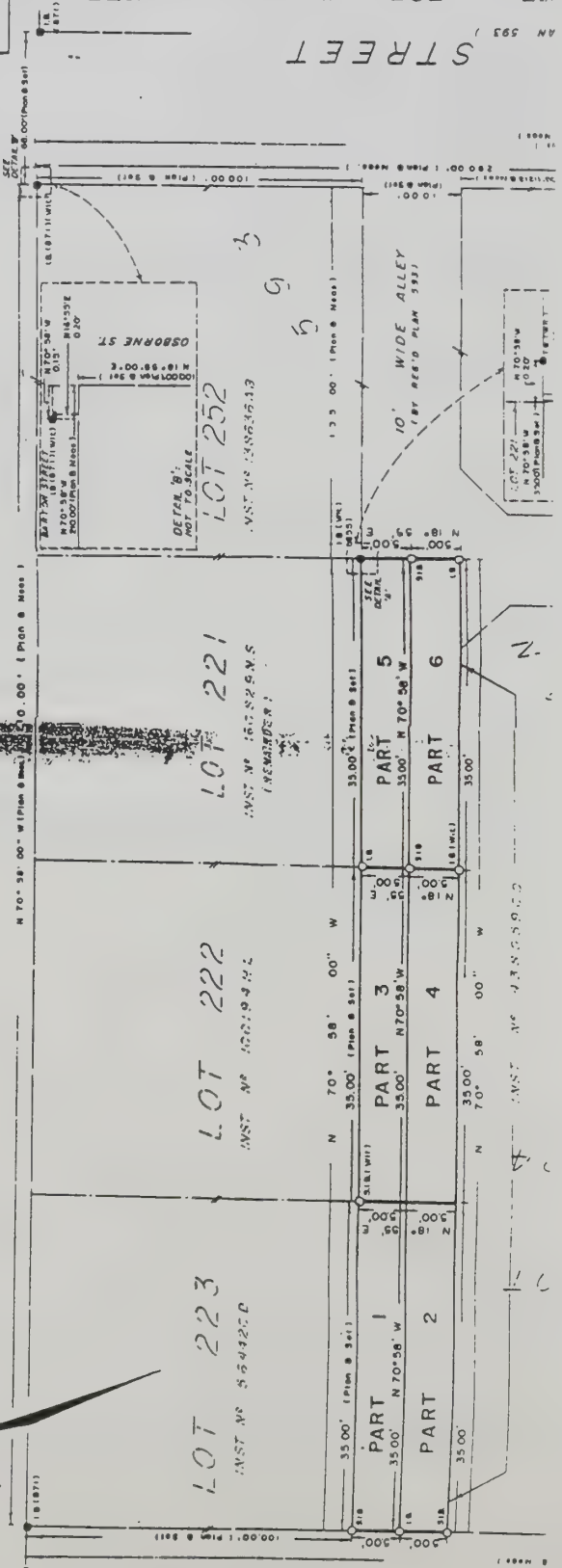
PLAN OF SURVEY OF
 PART OF ALLEY LYING SOUTH OF
 LOTS 221, 222 & 223 IN THE BLOCK
 BOUNDED BY BRUNSWICK, BARTON &
 OSBORNE STREETS AND MELVIN AVENUE
 REGISTERED PLAN 593
 (CENTENNIAL PARK SURVEY)
 CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF
 HAMILTON - WENTWORTH
 SCALE 1" = 15'

BRYAN JACOBS
 ONTARIO LAND SURVEYOR
 1991

BEARING NOTE:
 BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO
 THE FACTORY MOUNTED COMPASS

PART	PLAN	LOCATION	AREA (m ²)
1		Part of Alley	175.00
2		Lying South of	175.00
3		Lots 221, 222	175.00
4	593		175.00
5			175.00
6			175.00

BARTON STREET
 (FORMERLY SUPERIOR STREET - BY BY-LAW N70-58-00-1 DEC 2 1970,)
 INST. NO. 554320



STREET

AN 593

2 (b) (ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 7

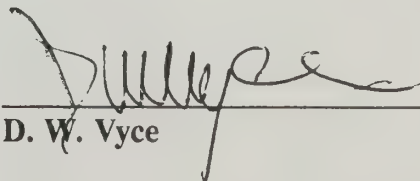
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Agreement dated 1982 November 15
Between the City as Landlord and
Frank and Isabel Millette as Tenants -
Garage on Portion of an Unassessed City Alley
Adjacent to 777 Cannon Street

RECOMMENDATION:

- a) That the Agreement, duly executed by the applicants, Frank and Isabel Millette, on 1982 November 15, for permission to lease, use and maintain their garage on a City alley adjacent to 777 Cannon Street, between Cannon Street and Somerset Avenue, during the pleasure of City Council at an annual rental of \$12, be terminated due a breach of the Agreement which calls for the applicants, Frank and Isabel Millette, at all times to keep and maintain the said garage in a proper and secure state of repair and in a condition of safety.
- b) That the Mayor and City Clerk be authorized and directed to execute a thirty (30) day Notice to the Applicant to vacate the lands, in a form satisfactory to the City Solicitor, to inform the applicants that the Agreement is hereby terminated and the applicants are required to remove their garage and clean up all tires and debris at this site.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The Lease Agreement, duly executed by the applicants, Frank and Isabel Millette, on 1982 November 15, to lease a portion of the said City alley at an annual rental of \$12 was approved by City Council at its meeting of 1982 December 4, by adopting Item 49(d) of the 1st Report of the Transport and Environment Committee.

Under the Agreement the applicants agreed to use and maintain their garage on the said lands for the storage of an automobile and that they would at all times keep and maintain the said garage in a proper and secure state of repair and in a condition of safety.

During the past year the tenants have failed to comply with the requirements of the Lease Agreement. The site is constantly being used as a dumping ground for used tires and general debris and the garage, which is in poor shape, is constantly full of used tires. The Fire Department has requested clean up of these tires on two (2) occasions. As well, the Building Department has received numerous complaints and has issued to the tenants Orders to Comply for weeds and for the debris and tires on the site. The Property Department has also written to the tenants on two (2) occasions requesting that the tires and debris be removed and the garage secured.

In order to resolve the problem at this site, it is our recommendation that the Lease be terminated and the tenants be required to remove their garage and clean up all tires and debris at this site.

DJC/nw
Attach.

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department





Garage in City alley
Cannon St. E. (west of #777)
April 16/93



Garage in City alley
Cannon St. E. (west of #777)
April 16/93

SOMERSET

ALLEY

AVENUE

30' WIDE

17.50' METAL TRAYE

19.80 INSUL BRICK GARAGE 10.80

INSUL BRICK GARAGE

FRAME GARAGE

FRAME GARAGE

FRAME GARAGE

CONC BLOCK GARAGE

INSUL BRICK

20.35' 13.93' 10.44' 2.50' 2.72' FRAME GARAGE

No 777 BRICK HOUSE

No 50 BRICK HOUSE

FRAME GARAGE

MANUFACTURING COMPANY BRICK BUILDING

No 771 BRICK HOUSE

STREET

CANNON

CITY OF HAMILTON

2 (E)

- RECOMMENDATION -

DATE: 1994 January 12

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local Improvement Charges for the Construction of
Roads, Curbs, Sidewalks and Alleys (PW93.1038)

RECOMMENDATION:

That the appropriate by-law respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

"P. Noé Johnson" per: P.H.
P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On December 14, 1993 City Council, in adopting Item 36 of the 16th Report of the Transport and Environment Committee, authorized the City Solicitor to prepare the attached by-law to amend By-law No. 10605 respecting revised costs to the Corporation for the installation of local improvements. A comparison of the 1993 and proposed 1994 rates is attached to this report.

LEF:as

Maximum Charge per Metre
of Frontage

<u>Item</u>	<u>Existing 1993</u>	<u>Proposed 1994</u> (Maximum)
i. Curb Only	\$ 53.	\$ 54.59
ii. Sidewalks Only	89.	91.67
iii. Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	121.	124.63
iv. Roadway Only	222.	228.66
v. Alleys	95.	97.85
vi. Roadway and Curbs Only (Industrial Subdivisions)	290.	298.70

The Corporation of the City of Hamilton

BY-LAW NO. 94-

To Amend:

Local Improvement By-law No. 10605

Respecting:

**REVISED COSTS TO THE CORPORATION
FOR THE INSTALLATION OF LOCAL IMPROVEMENTS**

WHEREAS By-law No. 10605, passed on the 15th day of December, 1964, as amended by By-laws Nos. 67-150, 73-72, 80-127, 80-156, 82-40, 83-75, 84-41, 85-70, 86-78, 88-096, 89-76, 90-49, 91-16, 92-102, and 93-002, provides for the undertaking of local improvements in accordance with the Local Improvement Act;

AND WHEREAS subsection 4a of section 13 of said By-law No. 10605, as amended, provides for the local improvement rates to be charged against abutting lands for work done under the Local Improvement Act;

AND WHEREAS By-law No. 93-002, passed on the 12th day of January 1993 repealed subsection 4a of section 13 to By-law No. 10605, as amended, and re-enacted a new subsection 4a to section 13 to provide for increased maximum local improvement rates, chargeable on a per metre frontage basis against abutting lands for work done under the Local Improvement Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 36 of the 16th Report of the Transport and Environment Committee at its meeting held on the 14th day of December 1993, directed that the maximum local improvement charges per metre of frontage be increased as hereinafter provided.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. Subsection 4a of section 13 of By-law No. 10605, as re-enacted by By-law No. 93-002, is repealed and the following substituted therefor:

(4a) The chargeable amount per metre frontage referred to in clause (a) of subsection 4 shall be as follows:

1. For curbs only at the rate of \$54.59 per metre frontage.
2. For sidewalks only at the rate of \$91.67 per metre frontage.
3. For sidewalks and independent curbs or combined sidewalks and curbs, at the rate of \$124.63 per metre frontage.
4. For roadway only, at the rate of \$228.66 per metre frontage.
5. For alleys, at the rate of \$97.85 per metre frontage.

2. In all other respects By-law No. 10605, as amended, is hereby confirmed, unchanged.

PASSED this day of , 1994

MAYOR

(1993) 16 R.T.E.C. 36, December 14

CITY OF HAMILTON

- RECOMMENDATION -

26Xi

DATE: 1993 December 31

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Traffic Paint during 1994

RECOMMENDATION:

That a purchase order be issued to Niagara Paint & Chemical Co. Ltd., Hamilton, for the supply and delivery of Traffic Paint as and when required by the Traffic Department during 1994, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Pavement Marking Materials Account No. 56153 75999, as follows:

Non-Coning Paint, White and Yellow in 205 l. containers	\$1.62
Coning Paint, White and Yellow in 20 l. containers	1.73
Non-Coning Thinner in 205 l. containers	.75
Black Binder Paint	2.25
Prices per litre, GST extra at 7%, PST extra at 8%	

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

Bradley

BACKGROUND: Tender Analysis

	<u>Niagara Paint Hamilton</u>	<u>Ibis Products Scarborough</u>
Non-Coning Paint, White and Yellow in 205 l. containers	\$1.62	\$2.00
Coning Paint, White and Yellow in 20 l. containers	1.73	2.00
Non-Coning Thinner in 205 l. containers	.75	1.15
Black Binder Paint	2.25	2.25
Prices per litre, GST extra at 7%, PST extra at 8%		

Estimated expenditure during 1994 is \$200,000.

CITY OF HAMILTON

26Xii

- RECOMMENDATION -

DATE: 1993 December 31

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Sign Blanks during 1994, Traffic
Department

RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems Limited, Scarborough, for the supply and delivery of Sign Blanks as and when required during 1994 by the Traffic Department, being the lowest of four tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Traffic Signs Materials Account No. 56154 75999.

T. Bradley

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

Estimated expenditure during 1994 is \$60,000. Tender analysis attached.

**THE CORPORATION OF THE CITY OF HAMILTON
SUPPLY AND DELIVERY OF SIGN BLANKS**

GST EXTRA AT 7%, PST EXTRA AT 8%

		FLAHERTY		PROVINCIAL		OWL-LITE		FORTRAN	
PART NO.	QTY.	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
M1200	40	100.82	4,032.80	53.16	2,126.40	57.50	2,300.00	46.74	1,869.60
M1500	300	3.75	1,125.00	2.36	708.00	2.25	675.00	2.27	681.00
M1501	1	3.31	3.31	1.46	1.46	2.25	2.25	157.41	157.41
M2001	40	7.48	299.20	3.96	158.40	3.65	146.00	3.67	146.80
M3001	20	9.98	199.60	3.93	78.60	3.95	79.00	4.16	83.20
M3002	1	11.85	11.85	4.71	4.71	5.90	5.90	4.86	4.86
M3003	5	13.09	65.45	4.71	23.55	6.35	31.75	5.25	26.25
M3004	1	15.57	15.57	5.11	5.11	7.95	7.95	6.20	6.20
M3005	300	19.32	5,796.00	7.88	2,364.00	9.35	2,805.00	7.34	2,202.00
M3006	50	17.88	894.00	7.88	394.00	7.95	397.50	7.34	367.00
M3007	1	21.15	21.15	7.99	7.99	10.20	10.20	8.47	8.47
M4500	20	13.21	264.20	5.99	119.80	5.50	110.00	5.72	114.40
M4501	120	13.21	1,585.20	5.99	718.80	5.90	708.00	5.72	686.40
M4502	150	18.36	2,754.00	7.89	1,183.50	9.05	1,357.50	7.34	1,101.00
M4503	1	22.55	22.55	9.10	9.10	10.75	10.75	8.71	8.71
M4504	50	26.42	1,321.00	9.69	484.50	11.75	587.50	10.35	517.50
M4505	10	69.08	690.80	31.16	311.60	53.40	534.00	27.28	272.80
M4506	10	85.84	858.40	39.63	396.30	67.50	675.00	33.83	338.30
M4507	10	102.60	1,026.00	46.79	467.90	89.70	897.00	40.38	403.80
M4508	10	52.32	523.20	19.16	191.60	33.30	333.00	20.73	207.30
M6000	850	40.20	34,170.00	10.34	8,789.00	10.65	9,052.50	9.53	8,100.50
M6001	25	30.01	750.25	14.16	354.00	27.55	688.75	32.54	813.50
M6004	550	23.95	13,172.50	10.34	5,687.00	11.40	6,270.00	9.53	5,241.50
M6005	550	29.27	16,098.50	13.21	7,265.50	13.05	7,177.50	11.68	6,424.00

PART NO	QTY	FLAHERTY UNIT PRICE	TOTAL	PROVINCIAL UNIT PRICE	TOTAL	OML-LITE UNIT PRICE	TOTAL	FORTRAN UNIT PRICE	TOTAL
M6006	125	62.91	7,863.75	16.11	2,013.75	16.60	2,075.00	13.71	1,713.75
M6007	100	40.39	4,039.00	17.21	1,721.00	17.95	1,795.00	15.91	1,591.00
M6008	1	45.97	45.97	21.87	21.87	20.20	20.20	18.10	18.10
M6009	10	57.15	571.50	24.01	240.10	25.25	252.50	22.50	225.00
M7006	1	43.82	43.82	18.29	18.29	20.90	20.90	16.45	16.45
M7500	175	36.36	6,363.00	16.71	2,924.25	18.05	3,158.75	14.28	2,499.00
M7501	25	43.82	1,095.50	21.11	527.75	33.50	837.50	42.65	1,066.25
M7505	200	36.52	7,304.00	16.71	3,342.00	17.83	3,566.00	14.28	2,856.00
M7502	25	36.36	909.00	10.91	272.75	11.55	288.75	14.28	357.00
M7503	1	35.24	35.24	24.01	24.01	29.50	29.50	42.03	42.03
M7504	1	90.51	90.51	39.99	39.99	49.50	49.50	33.24	33.24
M9000	1	51.40	51.40	23.49	23.49	24.50	24.50	19.64	19.64
M9001	1	60.74	60.74	27.69	27.69	39.20	39.20	191.15	191.15
M9001	100	60.74	6,074.00	1.51	151.00	2.20	220.00	2.57	257.00
M9002	1	51.40	51.40	23.11	23.11	16.50	16.50	19.64	19.64
M9003	1	51.88	51.88	31.11	31.11	38.50	38.50	47.39	47.39
M9004	50	51.98	2,599.00	23.76	1,188.00	24.25	1,212.50	19.64	982.00
M9005	10	68.64	686.40	28.69	286.90	31.40	314.00	25.56	255.60
M9005	100	68.64	6,864.00	1.01	101.00	.93	93.00	1.76	176.00
M9006	10	84.76	847.60	58.71	587.10	49.20	492.00	31.82	318.20
M9500	25	28.23	705.75	7.67	191.75	8.35	208.75	24.25	606.25
M9501	25	28.23	705.75	9.16	229.00	13.95	348.75	12.05	301.25
B1A Sign-top tab	10	NQ	0.00	NQ	0.00	25.75	257.50	42.89	428.90
B1A Sign-end tab	10	NQ	0.00	NQ	0.00	25.25	252.50	39.15	391.50
M2000	25	3.61	90.25	2.76	69.00	3.60	90.00	3.91	97.75
M3000	1750	4.92	8,610.00	3.11	5,442.50	4.90	8,575.00	5.20	9,100.00
M3001	1000	7.07	7,070.00	3.99	3,990.00	6.95	6,950.00	7.45	7,450.00
M3002	300	8.29	2,487.00	5.76	1,728.00	8.45	2,535.00	8.92	2,676.00

PART NO.	QTY.	FLAHERTY UNIT PRICE	TOTAL	PROVINCIAL UNIT PRICE	TOTAL	OWL-LITE UNIT PRICE	TOTAL	FORTMAN UNIT PRICE	TOTAL
M3003	100	9.66	966.00	5.81	581.00	8.65	865.00	9.70	970.00
M3004	300	11.55	3,465.00	7.20	2,160.00	10.95	3,285.00	11.73	3,519.00
M3005	1	14.49	14.49	10.16	10.16	15.45	15.45	14.09	14.09
M3007	1	15.52	15.52	12.11	12.11	17.30	17.30	16.37	16.37
M4501	10	9.91	99.10	7.63	76.30	7.85	78.50	10.74	107.40
M4502	175	13.53	2,367.75	8.38	1,466.50	13.65	2,388.75	14.09	2,465.75
M4503	50	16.52	826.00	10.11	505.50	16.85	842.50	17.19	859.50
M6003	25	17.03	425.75	11.01	275.25	16.25	406.25	18.58	464.50
M6005	50	21.17	1,058.50	15.87	793.50	16.95	847.50	23.03	1,151.50
M6006	50	25.47	1,273.50	16.41	820.50	20.34	1,017.00	27.36	1,368.00
M7006	1	31.76	31.76	17.11	17.11	27.45	27.45	33.55	33.55
M75005	25	26.47	661.75	16.59	414.75	21.20	530.00	28.50	712.50
M8000	25	29.42	735.50	21.16	529.00	24.05	601.25	31.82	795.50
M9005	25	49.33	1,233.25	37.69	942.25	40.75	1,018.75	53.01	1,325.25
150mm x 3650mm	150	NQ	0.00	29.16	4,374.00	32.50	4,875.00	20.90	3,135.00
150mm x 450mm	25	NQ	0.00	4.01	100.25	4.20	105.00	3.62	90.50
150mm x 600mm	25	NQ	0.00	4.70	117.50	4.85	121.25	4.44	111.00
150mm x 750mm	25	NQ	0.00	5.51	137.75	5.60	140.00	5.27	131.75
150mm x 900mm	25	NQ	0.00	6.81	170.25	6.90	172.50	6.09	152.25
200mm x 3650mm	150	NQ	0.00	42.01	6,301.50	43.50	6,525.00	33.04	4,956.00
200mm x 450mm	25	NQ	0.00	7.05	176.25	5.15	128.75	5.14	128.50
200mm x 600mm	25	NQ	0.00	7.63	190.75	6.86	171.50	6.47	161.75
200mm x 750mm	25	NQ	0.00	9.30	232.50	8.58	214.50	7.79	194.75
200mm x 900mm	25	NQ	0.00	10.26	256.50	10.30	257.50	9.12	228.00
Delivery lead time	8-10 weeks		0.00	3 weeks	0.00	15 working days	0.00	10 weeks	0.00
Canadian Content	100%		0.00	100%	0.00	100%	0.00	100% Parts A & C 29% Part B	0.00

2(FXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 December 31

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Reflective Sheeting during 1994,
Traffic Department

RECOMMENDATION:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1994 by the Traffic Department, at the unit prices attached, being the only tender received, in accordance with specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. CH56154 75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

T. Bradley

BACKGROUND:

The estimated expenditure during 1994 is \$175,000. This tender was advertised and four known suppliers requested to bid. Two bids were received and the lowest or only bid is being recommended.

REFLECTIVE SHEETING - TRAFFIC DEPARTMENT - 1994
3M Canada only company to bid on Section A

GST extra at 7% - Provincial sales tax exempt - Price per Yard

Scotchlite

24" x 50 yd. \$12.288

Yellow, Blue, Green

30" x 50 yd. \$15.354

24" x 50 yd. \$5.916

8" x 50 yd. \$4.5056

Orange

12" x 50 yd. \$6.7584

6" x 50 yd. \$1.479

30" x 50 yd. \$7.395

Black Scotchcal

2" x 50 yd. \$1.1264

36" x 50 yd. \$8.874

Scotchlite Dry Adhesive**White****Red**

3/8" x 50 yd. \$0.0924

24" x 50 yd. \$5.916

1/2" x 50 yd. \$0.123

Yellow

1" x 50 yd. \$0.2466

30" x 50 yd. \$7.395

6" x 50 yd. \$1.479

36" x 50 yd. \$8.874

8" x 50 yd. \$1.972

Green

12" x 50 yd. \$2.958

6" x 50 yd. \$1.479

18" x 50 yd. \$4.437

8" x 50 yd. \$1.972

24" x 50 yd. \$5.916

High Intensity Yellow

30" x 50 yd. \$7.395

24" x 50 yd. \$26.70

36" x 50 yd. \$8.874

30" x 50 yd. \$33.375

36" x 50 yd. \$40.05

Hi-Intensity Silver**Scotchcal Pressure Sensitive**

1" x 50 yd. \$1.1125

Black**Pressure Sensitive**

12" x 50 yd. \$2.5125

Orange

2" x 50 yd. \$0.4606

6" x 50 yd. \$1.479

5/8" x 50 yd. \$0.1438

White Scotchcal**Regional Yellow**

12" x 50 yd. \$2.5125

12" x 50 yd. \$11.568

Scotchcal Dry Adhesive**Bright Yellow****White**

12" x 50 yd. \$3.177

24" x 50 yd. \$12.288

Vivid Blue

12" x 50 yd. \$6.7584

12" x 50 yd. \$3.177

Black**Cardinal Red**

1/2" x 50 yd. \$0.2816

24" x 50 yd. \$7.104

5/8" x 50 yd. \$0.352

Scotchcal Pressure Sensitive Adhesive

4" x 50 \$2.2528

Red/Orange

5" x 50 yd. \$2.816

4" x 50 yd. \$2.306

6" x 50 yd. \$3.3792

High Intensity, Silver

24" x 50 yd. \$26.70

Scotchlite High Intensity Silver

30" x 50 yd. \$33.375

36" x 50 yd. \$40.05

Scotchlite Pressure Sensitive

White Traffic Cones

2" x 50 yd. \$1.68

SECTION B

3M Stamark Brand Pavement Tape #5730
or equivalent

3M CANADA

Permanent White Pavement markings

4" x 120 yd. \$3.5416

8" x 120 yd. \$7.0833

3M Stamark Brand Pavement Tape #5731
or equivalent

Permanent Yellow Pavement markings

4" x 120 yd. \$3.5416

3M Stamark Brand Pavement Arrows or
equivalent

St.package of 2 \$164.00/pkg.

Left package of 2 \$185.85/pkg.

Right package of 2 \$185.85/pkg.

Straight/Right Fillet
package of 4 \$50.00/pkg.

Straight/Left Fillet
package of 4 \$50.00/pkg.

Black

6" x 120 yd. \$1.7083

SECTION C - 3M Canada only bidder
this section

White Scotchlite Pressure Sensitive #3290

6" x 50 yd. \$1.479

12" x 50 yd. \$2.958

18" x 50 yd. \$4.437

30" x 50 yd. \$7.395

36" x 50 yd. \$8.874

Green Scotchlite Pressure Sensitive #3277

6" x 50 yd. \$1.479

12" x 50 yd. \$2.958

18" x 50 yd. \$4.437

24" x 50 yd. \$5.916

30" x 50 yd. \$7.395

36" x 50 yd. \$8.874

Yellow Scotchlite Pressure Sensitive
#3271

6" x 50 yd. \$1.479

12" x 50 yd. \$2.958

18" x 50 yd. \$4.437

24" x 50 yd. \$5.916

30" x 50 yd. \$7.395

36" x 50 yd. \$8.874

White Scotchcal Pressure Sensitive #3650

6" x 50 yd. \$1.2562

12" x 50 yd. \$2.5125

18" x 50 yd. \$3.7686

24" x 50 yd. \$5.025

30" x 50 yd. \$6.2809

36" x 50 yd. \$7.5375

SECTION D - 3M Canada only bidder
this section

TPM-1 Transparent Premasle

12" x 100 yd. \$1.23

18" x 100 yd. \$1.845

6" x 100 yd. \$0.615

SECTION E - 3M Canada only bidder
this section

Glue for Stamark Application

20L Pails 3M SP-44 Glue \$236.25/5 gal.

U.S. Gallons 7-11 3M Thinner \$43.00/gal.

Maximum Delivery Lead Time - 10 days

Discount if awarded all sections - N/A

2 (5)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 11

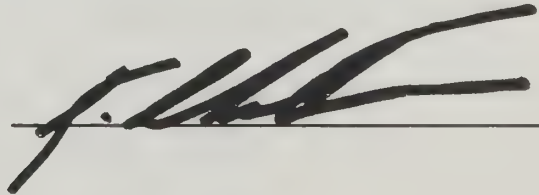
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.


A handwritten signature in dark ink, appearing to be 'J. Christenson', is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1993 November 25	Doug Lobo, Director of Public Works	1994 Street Tree Trimming Programme	1993 December 2nd
1993 December 6th	D. W. Goodridge Director of Education Board of Education for the City of Hamilton	Appointments of representatives to the Transport and Environment Committee for 1994	1993 December 13th
1993 December 1	The Municipality of Metropolitan Toronto MetroWorks	Metropolitan Toronto's Willing Host Landfill Site Search	1993 December 13th
1993 December 10	CUPE, Local 5, Civic Unit	Two-Man Sanitation Crews Update	1993 December 14th
1993 December 10	Doug Lobo, Director of Public Works	Use of City Trucks to and from work by Public Works Foremen	1993 December 14th
1993 December 15	E. M. Gill, Senior Director Roads Department	PaRCIL PROJECT Status Report as of 1993 September 30	1993 December 22nd
1993 December 20	Doug Lobo, Director of Public Works	Cost-Shared Maintenance of Streetscape Annuals and Perennials	1993 December 22nd
1993 December 7	Murray Main, Director of Traffic Services	Effect of 1993 "Lay-off Days" on Parking Enforcement Revenues	1994 January 11th
1993 December 28	Murray Main, Director of Traffic Services	Crockett Street and Upper Gage Avenue - School Crossing Guard	1994 January 11th
1994 January 6	Doug Lobo, Director of Public Works	Status of Pavement Management System	1994 January 11th
		Kevin C. Christenson, Secretary 1994 January 17th	

3(a)

CITY OF HAMILTON
- INFORMATION -

DATE: 1994 January 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Removal of Trees - 355 Bay Street North

BACKGROUND:

At its meeting of November 30, 1993 the Transport and Environment Committee was in receipt of a report from the Public Works Department in respect of City tree/trees - 355 Bay Street South. The Public Works Department did not recommend the removal of these two Sugar Maple trees, however it was noted at that time that the projected health of the trees was suspect due to the construction in the area immediately adjacent to them.

Mr. Vincent DeBenedictis appeared before the Committee and asked that the trees be removed as he felt they were decayed and he could not access the driveway of his new home.

The following recommendations were approved by Transport and Environment Committee:

- a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.",

Approval be given to the owner of 355 Bay Street South, to remove, at his/her expense, the City tree (26" diameter - sugar maple) at this address; and

- b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and
- c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Arboriculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2)",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

At its meeting of December 8, 1992 City Council referred back the previous recommendation for further discussion.

At the Transport and Environment meeting of January 4, 1993 Committee members were advised that the request to remove the City tree/trees located at 355 Bay Street South was withdrawn by Mr. Vincent DeBenedictis.

On December 9, 1993 the two Sugar Maple trees in question were removed by City forces. While the extent of damage to the root system could not be assessed evidence of severe dieback, poor leaf development over the 1993 growing season and no bud set led staff to conclude that the trees represented a significant liability and maintenance cost to the City of Hamilton as long as they remained standing. On the basis of advice received from the Law Department regarding the City's legal position and the suspect condition of the trees, removal at the earliest date was considered prudent. Notwithstanding tree removal being a City responsibility, the property owner was requested to make a financial contribution in the amount of \$1,500.00. to offset City cost. Mr. DeBenedictis concurred with this request as shown in the correspondence of December 6, 1993. To date \$2,000.00 has been spent on a three-man crew to remove the two trees including equipment rental charges (internal). Stumping will also require approximately \$640.00 to complete. Payment by the property owner is not anticipated until stump removal has occurred.

The attached Schedule A outlines the chronology of events in relation to the two trees at 355 Bay Street South from the initial investigation to their removal. Throughout this process, staff have endeavoured to keep Ward Aldermen informed of actions taken.

RG/rb
attachment

c.c. J. Pavelka, Chief Administrative Officer
P. Noé Johnson, City Solicitor
Alderman Wm. McCulloch
R. Chrystian, Manager of Parks
J. Pook, Horticulturalist
Mac MacKinnon, General Foreman, Forestry
K. Jones, Foreman, Forestry



**City of
HAMILTON**

Department of Public Works

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-2785/Fax (905) 546-3972
File: 93.2207

1993 December 21

Re: Chronology of Events - Two Sugar Maple Trees - 355 Bay Street South

September 6, 1991

- Durand Neighbourhood resident Gail Blum called Public Works Department, she had noticed the construction around the house and wanted to make sure the trees would not be affected.
- Mr. Sheppard Chairman of the Neighbourhood Association also called to express his concerns regarding the trees.

September 9, 1991

- Mr. Vincent DeBenedictis called Public Works - would like the two trees removed in front of his driveway. (355 Bay Street South)

September 10, 1991

- Mrs. DeBenedictis called Public Works - must have two trees removed.

September 11, 1991

- Chuck Keenan a representative of the Parks Forestry Section inspected trees - would not recommend removal of live healthy trees.
- Joe Pavelka received a letter from Alderman Agro - under no circumstances should these trees be removed.

September 13, 1991

- Mac MacKinnon completed a tree evaluation on two trees at 355 Bay Street South (\$2400.00) each.

September 20, 1991

- Mrs. DeBenedictis called Jim Pook, wanting trees removed Jim advised of tree By-law and said we could not remove trees.



May 6, 1992

- Marvin Sheppard Durand Neighbourhood Association called - he saw a tree company looking at trees and wanted to know if he should call the police.

July 27, 1992

- DeBenedictis sent a letter to Jim Pook asking the City to remove these trees claiming they were diseased and decayed.

October 6, 1992

- After numerous site meetings attended by Forestry staff, Jim Pook, Bob Chrystian etc. Jim responded with a letter to Joanna DeBenedictis advising her of options.

November 20, 1992

- Recommendation report to the Transport & Environment Committee recommending Public Works not remove the trees. However, Parks staff did note a concern for the longevity of the trees due to root compaction, storage of construction material and actual physical damage.

November 30, 1992

- Transport & Environment Committee approved the removal of one of the two trees; this work to be undertaken at expense of owner and that the removal be carried out by a qualified contractor in accordance with terms set out by the Director.

December 8, 1992

- City Council referred back recommendation a,b,c of the Transport and Environment Committee.

January 1993

- request to remove two sugar maple trees at 355 Bay Street South was withdrawn by Mr. DeBenedictis.

June 1993

- Forestry Staff investigate trees again after a request from Mr. Marvin Sheppard - trees are found to be in poor condition most southerly tree had little or no leaves.

July 1993

- Jim Pook investigates trees finds most southerly one to be dead - consulted Law Department - received memo from Law Department stating that because the offence

against the By-law was committed almost 12 months ago it was too late to lay charges under the statute of limitations and did not recommend legal action.

August 5, 1993

- Received letter from Alderman McCulloch with attached letter from Marvin Sheppard asking Parks Horticulture to investigate.

October 4, 1993

- Letter sent by Bob Chrystian advised that it was our opinion that the two Municipally owned trees at 355 Bay Street South have been damaged beyond repair and would require removal. The letter also advised of our intentions to recover costs.

October 13, 1993

- Public Works received a letter from Vincent DeBenedictis - he did not agree that they had killed the trees however he would pay \$1000.00 toward their removal.

October 28, 1993

- Letter sent by Bob Chrystian asking for written confirmation of quote to remove trees.

November 3, 1993

- Public Works received a fax from Mr. DeBenedictis with a written quotation to remove and stump the two 26" diameter sugar maples - \$650.00 for removal and \$250.00 for stumping.

November 15, 1993

- Letter sent by Bob Chrystian advised that the quote did not address our insurance concerns or electrical safety concerns.

November 22, 1993

- Public Works received a faxed letter from Mr. DeBenedictis advising that he did not claim any responsibility for the damage to the two trees but that his offer of \$1000.00 payment would stand until November 30, 1993 at which time it would be withdrawn.

December 3, 1993

- Bob Chrystian telephoned Mr. DeBenedictis and mutually agreed upon a course of action to remove the trees for \$1500.00.

December 3, 1993

- Letter was sent by Bob Chrystian confirming the course of action with respect to the removal of the two trees also asked for written concurrence before December 9, 1993.

December 6, 1993

- Received by fax Bob Chrystian's letter signed by Vincent DeBenedictis confirming to pay \$1500.00 for removal and stumping; payment to be received following completion.

December 9, 10, 1993

- Forestry staff removed both Sugar Maples with stumping scheduled to take place following return of machinery which is presently in for repair.

December 20, 1993

- Alderman Merling advises staff not to remove stumps pending further review.

DEPARTMENT OF PUBLIC WORKS

TREE INFORMATION REPORT

DATE SEPT. 6 191

CONDITON OF TREE

INSPECTED BY C.K.

TIME RECEIVED _____

TIME REPORTED _____

SOURCE GAIL BLUMSTELEPHONE 639-3031LOCATION # 355 BAYST. S. "NOE #357"

SPECIAL CONDITIONS:

Hydro - pri _____ sec _____

Parking POST.Resident Advised NoClerk C.K.

Dangerous
Hollow Trunk
Hollow Limbs
Split Crotch
Hanger
Hanger Wires
Split Trunk
Rotten Trunk
Stubs
Disease
Insect
Fungi

WORK REQUESTED:

"NEW HOUSE
BEING BUILT
DOES NOT WANT
TREES DAMAGED
OR REMOVED."

DATE SEPT. 6 191

TIME _____

WORK REQUIRED No!

TWO 28" DIA. SUGAR
MAPLE TREE IN GC
CONDITION "IN FR
OF GARAGE & DRIVEW

LEAD HAND _____

WORK COMPLETED _____

DATE _____

TIME _____

FOREMAN _____

Mr Sheppard on 104

Aberdeen 522-6761 called

he is chairman of the board
neighborhood.

at 105 Aberdeen which has been
severed they are building a
new house and Mr Sheppard
claims the builder will cut
down the trees.

He will call again at 3:50pm
today.

DEPARTMENT OF PUBLIC WORKS

TREE INFORMATION REPORT

DATE Sept 9/91TIME RECEIVED 11:55

TIME REPORTED _____

SOURCE Mr. DeBenedictis3040300TELEPHONE 389-2288LOCATION 355 Bay South

CONDITON OF TREE

Dangerous
Hollow Trunk
Hollow Limbs
Split Crotch
Hanger
Hanger Wires
Split Trunk
Rotten Trunk
Stubs
Disease
Insect
Fungi

WORK REQUESTED:

Wants tree
removed because
its interfering
with driveway
approach, he wants
put in.
Please call him.

new # 304-0300

SPECIAL CONDITIONS:

Hydro - pri _____ sec _____

Parking _____

Resident Advised _____

Clerk Rae.INSPECTED BY C.R.DATE SEPT. 11/91

TIME _____

WORK REQUIRED No.

PARTY ADVISED WE
CAN NOT AUTHORIZE
REMOVAL OF THESE LIVE
SUGAR MAPLE TREES.

LEAD HAND _____

WORK COMPLETED ✓DATE SEPT. 11/91

TIME _____

FOREMAN C. Keenan

DEPARTMENT OF PUBLIC WORKS

TREE INFORMATION REPORT

DATE Sept-10/91TIME RECEIVED 9:15

TIME REPORTED _____

SOURCE Mrs. DeBenedictis25 Braemar PlaceTELEPHONE 383-0055 or
389-2288LOCATION 355 Bay St. S.

CONDITON OF TREE

Dangerous
Hollow Trunk
Hollow Limbs
Split Crotch
Hanger
Hanger Wires
Split Trunk
Rotten Trunk
Stubs
Disease
Insect
Fungi

WORK REQUESTED:

Building new house. 2
trees must be removed
before driveway can be
put in. Please check
& call her.

SPECIAL CONDITIONS:

Hydro - pri _____ sec _____

Parking _____

Resident Advised _____

Clerk KayINSPECTED BY C.R.DATE SEPT. 11/91

TIME _____

WORK REQUIRED No.

PARTY ADVISED WE
CAN NOT AUTHORIZE
REMOVAL OF THESE
LIVE SUGAR MAPLE
TREES.

LEAD HAND TREES.WORK COMPLETED ✓DATE SEPT 11/91

TIME _____

FOREMAN C. Keenan

ROBIN HOOD had Sherwood. Chuck Keenan's domain is closer — he calls it "the urban forest."

Keenan says he's "a tree's best friend". Another title is superintendent, forestry department, City of Hamilton.

I called Keenan the other day because there is trouble in the urban forest.

Not big trouble. The chainsaw looms for two lone sugar maples — and when you consider Keenan's forest has some 60,000 mature trees, what's a pair of old maples?

Health

But every single tree is good for the environment. Every single tree makes the Steel City look a little better. Health and beauty — in Hamilton, we need all the help we can get.

The trees at risk are on Bay Street, just south of Aberdeen. I got a call about them from Gail Blums, who lives nearby and walks or drives past those trees every day. They're part of her world, just like the trees on your street — if you're lucky enough to have some — are part of yours.

"I can't understand how anyone could think of cutting them down," she says. "I wanted to do something before it's too late."

To tell this story right, we must once again visit 105 Aberdeen Avenue, corner of Bay.

We've had several stories in recent months on the 16-room Victorian mansion there.

Developer Vincent DeBenedictis had run into fierce neighborhood opposition to his plan to convert the century home into condominiums. So he went after a demolition permit.

But last month an Ancaster couple, both doctors, bought the home for \$495,000. They will soon-

move in with their four children, live-in nanny and the family dog.

DeBenedictis had severed one building lot. So now, right next door to the mansion, construction is well under way on his dream home.

It's a big one, a bit of a squeeze. There's a high foundation, arched windows, lots of angles.

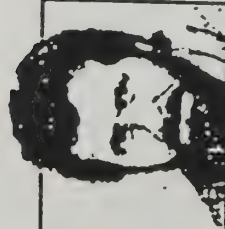
And on the south side of the house, a double garage. In front of that garage are those two maples. DeBenedictis wants them down.

It's too late, he says, for the city to be worried about the trees. "They shouldn't have allowed me to build the garage."

And that brings us to The Letter.

A year or two ago, after a sim-

STREET
BEAT
526-3391



Paul Wilson



Gail Blums: da something

ilar problem somewhere in the Dundas neighborhood, the city produced a letter about trees.

It's now supposed to be handed out with the application package given to anyone seeking a building permit. It advises that Hamilton has a bylaw that says "no person shall injure or destroy a tree" on a city street.

So if a tree is going to be in the way, the applicant is supposed to contact the city. Sometimes a plan can be just flipped, so a driveway comes up the other side of the house.

DeBenedictis says he saw no such letter. He filed a plan and he got a permit.

Verdict

It was the job of tree-man Keenan to go to the site and inspect the maples when the developer's request came through to cut them down.

Keenan's verdict — the trees should live.

They're 60 or 70 years old, about 70 feet high. "Like human beings, trees all have their little defects," he says, "but these maples are in good condition."

He is proud of Hamilton's tree program. The city is divided into grids for the care of every tree growing within the road allowance. That stretches 33 feet on either side of the centre of the street, so it covers about 90 per cent of the city's trees.

Other places — Etobicoke, for instance — operate on a complaints-only basis. But Hamilton has a regular program where each shade-giving citizen gets visited every five years for trimming, topping, an injection if necessary.

With Keenan's pronouncement of good health, the fate of those two trees moves to higher ground.

Len King, commissioner of the



Barry Gray, The Spectator

These two old maples are the focus of the battle.

building department, says it will now likely be a political decision. A city committee, probably transport and environment, would vote on whether DeBenedictis deserves to get an exemption to that bylaw. Then city council would have the final say.

This case is proof that the tree letter falls short in protecting Hamilton's urban forest. The letter

is not part of the official permit document. And it's too easy to lose. Commissioner King confesses that may be so. Perhaps, he suggests, applicants will have to start signing a slip that says they've received the tree letter. "I think we have to tighten it up."

But back on Bay Street South, developer DeBenedictis vows to win this one and get his car into that garage. "I will find a way."



CITY COUNCIL
HAMILTON, CANADA

Sept 13.
Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

9 September 1991

Mr. J. Pavelka
Director of Public Works

Dear Mr. Pavelka:

Please be advised that I have been contacted by the residents of the Durand Neighbourhood about the possibility of removing the 2 large maple trees on the property at 105 Aberdeen Avenue.

Under no circumstances these trees must not come down.

Could you please investigate and report back to me on this important matter.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

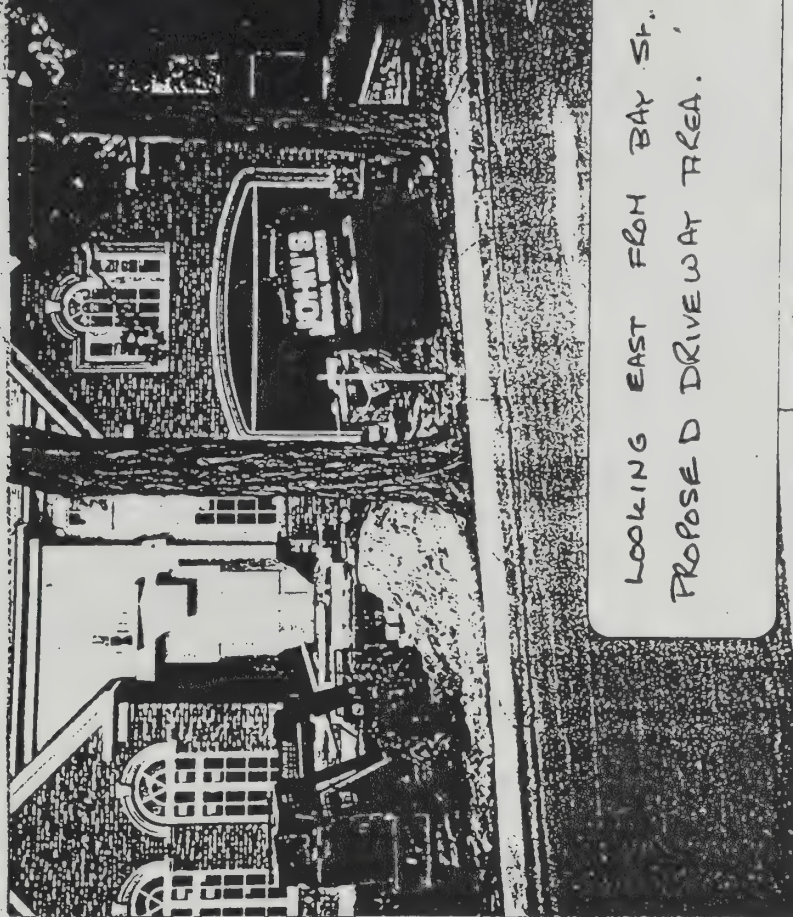
VJA:sn

c.c. Mr. M. Sheppard, Chairman, Durand Neighbourhood Assoc., 104 Aberdeen Ave.
Hamilton, L8P 2N8

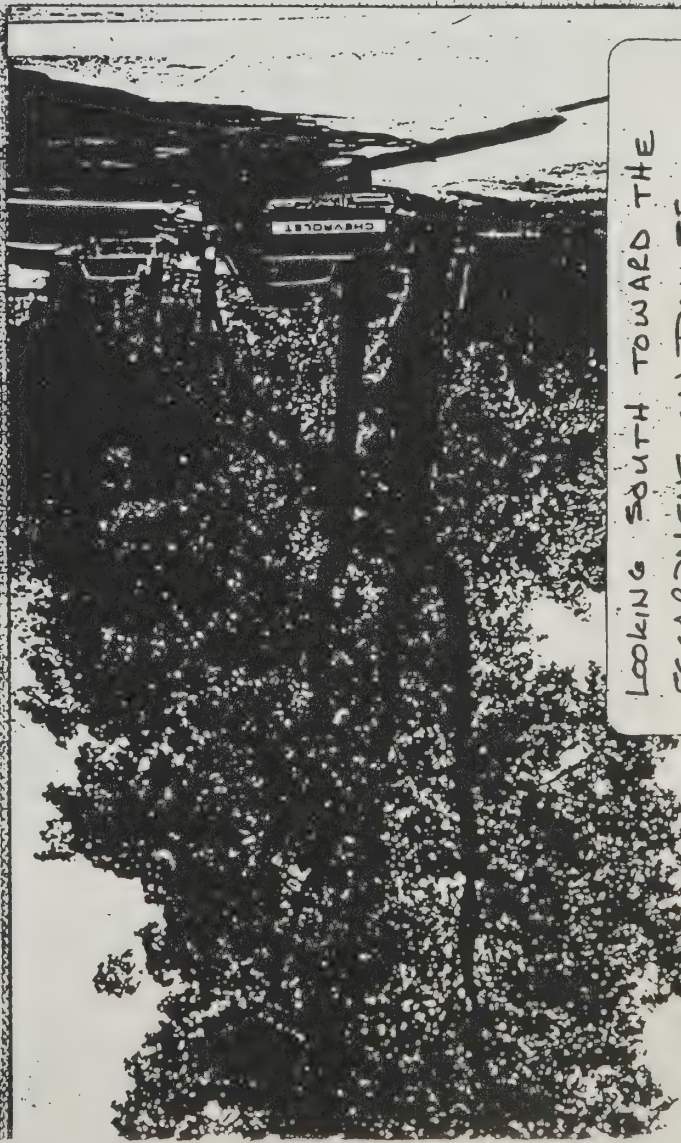
FILE No. 91.2207.0P



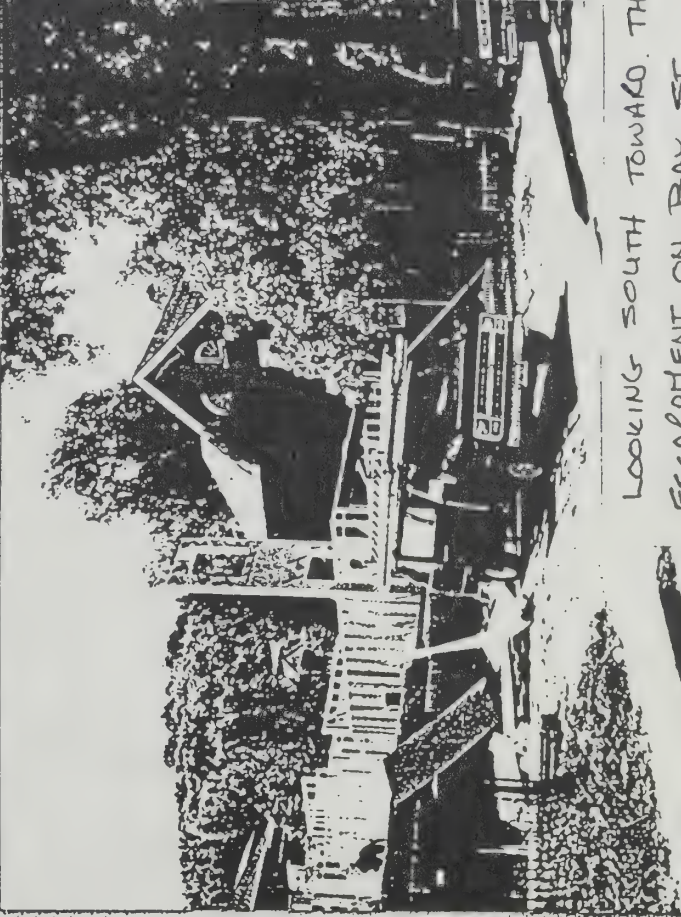
LOOKING EAST FROM BAY ST.



LOOKING EAST FROM BAY ST.
PROPOSED DRIVEWAY AREA.



LOOKING SOUTH TOWARD THE
ESCAPMENT ON BAY ST.



LOOKING SOUTH TOWARD THE
ESCAPMENT ON BAY ST.

Joanna De Benedictis
25 Braemar Place,
Hamilton, Ontario.
L9C 1C9

FILE NO. 92-220-10		
DEPT. PUBLIC WORKS		
JUL 30 1992		
	INFO ONLY	REPT REQD
MA		
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Mr. Jim Pook
Department of Public Works
City Hall,
Hamilton, Ontario.

July 27, 1992

Dear Sir;

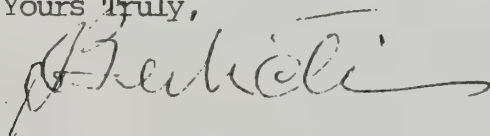
Re: 355 Bay Street South,
Hamilton, Ontario.

As discussed over several phone calls, there are two trees in front of our driveway on city property that make it impossible to have access to our garage on the above captioned property. We are hereby asking the city to please remove them.

When we received the building permit to construct the house, the plan was approved as designed. We therefore assumed that the trees were going to be removed. Furthermore, as much as we would like to keep the trees, we feel that they are decayed, and may be destroyed by lightening the same way as the other two trees immediately north of them were a couple of years ago. This could be hazardous.

Your prompt attention to this matter would be greatly appreciated.

Yours Truly,



Joanna De Benedictis



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

92.2153

1992 October 6

Joanna DeBenedictis
25 Braemar Place
Hamilton, Ontario
L9C 1C9

Re: Trees - 355 Bay Street South

This is in response to your letter dated July 27, 1992 with respect to the above subject.

It is our understanding through consultation with you that you would propose to construct a driveway at 355 Bay Street South to allow access to the new residential building constructed at this address. However, located directly in line with the proposed driveway are two 26" diameter Sugar Maples on the road allowance in good condition. A tree evaluation performed by Forestry staff, using the "International Society of Arboriculture manual" values these trees at \$2,400.00 each which does not include any amount for the aesthetic pleasure these trees provide to the streetscape or removal/replacement costs. Regarding these latter costs the following represents a breakdown for your information:

8 hours	for removal	\$1,224.00
2 hours	for stumping	\$ 232.00
replacement tree		<u>\$3,000.00</u>
TOTAL PER TREE:		\$4,456.00

We are proposing at this time that the driveway be installed between the two trees. The driveway must be hand dug within the dripline of these trees and constructed of pervious surface treatment (interlock pavers) to allow adequate air and water filtration to the existing root system.

Under the City of Hamilton By-law No. 92-155 respecting trees; section 5(2) does not permit the removal of healthy publicly owned trees. However, under section 7(2), "City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property." The By-law also make it an offence to remove City-owned trees without City Council's approval. Therefore, if removal of this tree is deemed to be of an exceptional nature, which staff do not feel to be the case, City Council approval is required.

Since the construction of a driveway between the two trees is in our opinion possible, the Public Works Department would not recommend to Council that these trees be removed. Further more, it could be possible to have the driveway access on the north side of the property and have it loop to the garage, also being hand dug within the dripline and installing pervious surface treatment. This option would have less of an effect on the City trees.

In your letter you mention the Building Permit issued for your house. The Building Permit was only issued for the work on your private property and does not include the road allowance area where the trees are located.

We invite your response to the options presented via this letter.



JIM POOK
HORTICULTURIST
PARKS DIVISION
DEPARTMENT OF PUBLIC WORKS

JP/RG/rb

cc M. MacKinnon, General Foreman, Forestry

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 20

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

RECEIVED

NOV 23 1992

CITY CLERKS

SUBJECT: Removal of City Tree/Trees - 355 Bay Street South

RECOMMENDATION:

That the Transport and Environment Committee not approve the removal of the City tree/trees (two 26" diameter Sugar Maples) on the road allowance at 355 Bay Street South.

D. Lobo

D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the City of Hamilton By-law No. 92-155 respecting trees passed by Council on June 30, 1992; Subsection 5(2) does not permit staff to authorize the removal of a healthy public tree. However, under Subsection 7(2), City Council may only under exceptional circumstances approve the removal of a healthy public tree. Further, Subsection 10(2) states that if approval to remove is granted the proponent shall pay the City cost of removing the tree plus the cash value of the tree. These costs per tree are as follows:

Cost to Remove - 8 hours	\$1,224-
Cost to Remove Stump - 2 hours	\$ 232
Value of tree (includes replacement)	<u>\$2,400</u>
Total Per Tree	\$3,856

BACKGROUND:

On September 9, 1991 Mr. DeBenedictis of 25 Braemar Place contacted the Public Works Department, Parks Division, Forestry section stating that the trees (two 26" Sugar Maple trees) located at 355 Bay Street South were interfering with the driveway approach proposed for his new house and that they must be removed. He was advised at the time that a foreman would be sent to his home to determine ownership of the trees and assess the situation.

On September 10, 1991 Mrs. DeBenedictis contacted the Public Works, Parks Division, Forestry section stating the exact same thing as her husband stated the previous day. She was also told that a foreman would be sent to the home to assess the situation.

On September 11, 1991 Mr. Chuck Keenan, a foreman with our Forestry section, confirmed that the trees were publicly owned and in good condition. The DeBenedictis couple were advised at this time that because of the healthy condition of the trees, staff could not undertake the removal of same.

On July 27, 1992 a letter from Joanna DeBenedictis was received by the Public Works Department addressed to Mr. Jim Pook, City Horticulturist asking him to have the trees removed because they were decayed and hazardous and causing interference with driveway construction for their new residence.

On October 6, 1992 a letter was sent to Mrs. DeBenedictis with two proposals:

1. That the driveway be installed between the two trees. The driveway must be hand dug within the dripline of these trees and constructed of pervious surface treatment (interlock pavers) to allow adequate air and water filtration to the existing root system.

OR

2. That the driveway be located on the north side of the property angling toward the garage, also being hand dug within the dripline and installing a pervious surface treatment.

Mrs. DeBenedictis was also advised by this letter that the removal of these publicly-owned trees was prohibited under the existing by-law 92-155 respecting trees, and that City Council only under exceptional circumstances could approve the removal of these trees.

On November 13, 1992, R. Chrystian and J. Pook attended an on-site meeting with Mrs. DeBenedictis to explain further the intent of the above proposals and the basis of By-law 92-155.

CONCLUSION:

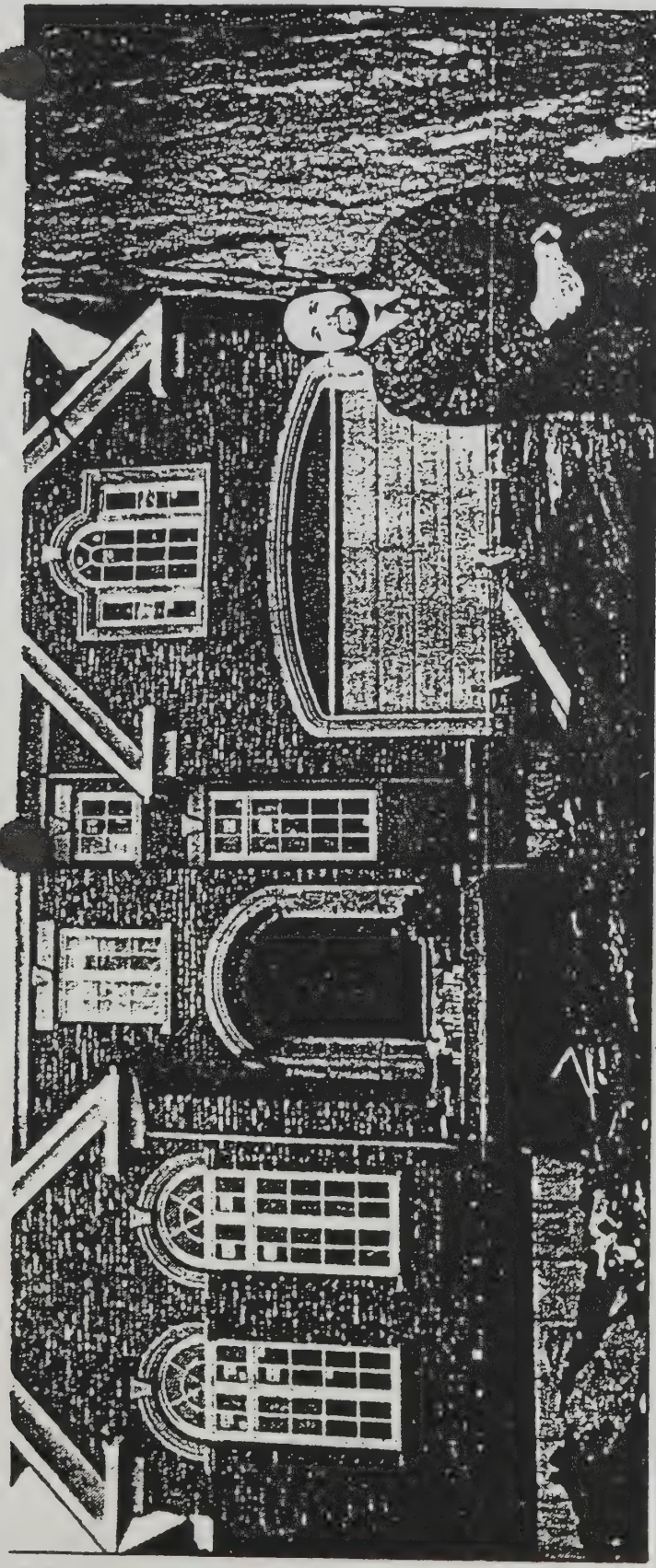
The Public Works Department, Parks Division, Forestry staff have investigated these trees and found them to be presently in good condition and do not recommend removal. Regarding the projected condition of the affected trees, staff note concern for their long term health due to the compaction that has occurred from construction activity and the stockpiling of fill/construction material within the dripline.

RG/rb

cc R. Chrystian, Manager of Parks

cc J. Pook, Horticulturist

cc M. MacKinnon, General Foreman, Forestry



Alderman Dave Wilson, who opposes removal of the trees, stands beside one of the trees on Bay Street South that faces the axe.

Paul Hourigan, The Spectator

Axe about to fall on two Hamilton trees

Committee approves removal of healthy maple and ash

By KEN PETERS
The Spectator

THE CHAINSAWS are revving up after Hamilton aldermen voted to put two healthy, city-owned trees on the political chopping block.

Despite a city tree bylaw that prohibits the removal of a healthy tree except "under exceptional circumstances" one of two mature sugar maples flanking a driveway on Bay Street South at Aberdeen Avenue is threatened.

Developer Vincent DeBenedictis told The Spectator's Paul Wilson in September 1991 he would find a way to remove one of two 66-centimetre (26-inch) diameter maples blocking the double garage of his dream home, now being built.

Mr. DeBenedictis found his way around one major hurdle yesterday when the city's transport and environment committee agreed to let him remove one of the two trees.

The committee also backed the

axing of a 35-centimetre (14-inch) white ash at the side of Frank Reichl's Abbington Drive home. Mr. Reichl had complained seeds from the healthy tree continually filled his eaves trough.

Homeowners

If city council backs the committee recommendations tonight, the two homeowners will be free to have the two trees removed and replaced at their own expense.

Alderman Dave Wilson fought in vain to save the trees, arguing the committee was "contravening its own tree bylaw."

"There are no exceptional circumstances. That's horsehockey," he said.

In the DeBenedictis case, Mr.

Wilson argued the house design should have been flipped to spare the trees.

"I think we're making a big mistake. If we take down a tree because it's a nuisance, we will not have very many trees left in the city of Hamilton."

"I realize the gentleman (Mr. DeBenedictis) has a problem, but we will have a bigger problem if we start doing this arbitrarily," Mr. Wilson added.

Alderman Fred Eisenberger said it appears the trees were Mr. DeBenedictis' last priority when he designed his home.

"If we encourage people to design their homes and ignore the trees that are there, we will have lots of problems," he said.

But Alderman Frank D'Amico supported the tree removal in both cases.

"Here we have a gentleman willing to do construction in the city. He pays taxes and we are stopping him from entering his driveway and garage because he can't cut down a simple tree."

"To me it sounds ludicrous," Mr. D'Amico added.

Mr. DeBenedictis' wife Joanna said after the meeting the couple were loath to cut either tree. She said they would sacrifice the least healthy of the two trees flanking the driveway.

But Carol Mason, vice-president of the Durand Neighborhood Association, vowed to fight to save the Bay Street South tree.

"This represents a developer coming in and taking our heritage and not respecting it. This is a symbol of the destruction of Hamilton heritage," she said.

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Aborigiculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2).",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

(c) **City Tree Removal - 355 Bay Street South Mr. V. DeBenedictis**

The Committee was in receipt of a report dated 1992 November 20 from the Director of Public Works respecting the removal of a City tree/trees - 355 Bay Street South.

Mr. V. DeBenedictis appeared before the Committee and spoke to the issue of the trees being removed on his property in order that he gain access to his garage. He indicated to the Committee that he could accomplish this with the removal of one of the two sugar maples located on either side of his driveway.

Following considerable discussion regarding this issues contravention of the tree by-law, the Committee approved the following recommendation:

- (a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.",

Approval be given to the owner of 355 Bay Street South, to remove, at his/her expense, the City tree (26" diameter - sugar maple) at this address; and

- (b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and
- (c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Aborigiculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2).",

Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: J. Pook
Horticulturist
Parks Division, Public Works Department

YOUR FILE:

FROM: R. W. Chrystian
Manager of Parks
Department of Public Works

OUR FILE: 92.2207.00
PHONE: 546-4334

SUBJECT: Tree Removal - 355 Bay Street South

DATE: 1992 December 16

Please be advised that City Council at it's meeting of December 8, 1992 approved Section 46 of the **THIRTEENTH** Report of the Transport and Environment Committee as follows:

46. (a) That pursuant to the terms of City Tree By-law No. 92-155, wherein, under Section 7, Sub-section (2) it states:

"7-(2) City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property."

Approval be given to the owner of 355 Bay Street South, to remove, at his/her expense, the City tree (26" diameter - sugar maple) at this address; and

(b) That the removal of this tree be carried out by a qualified contractor in accordance with terms set out by the Director of Public Works; and

(c) That, notwithstanding the terms of City Tree By-law No. 92-155, wherein, under Section 10, Sub-section (2) and (3), it states:

"10-(2) If the permit is granted by City Council under Section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Arboriculture-Canada Inc.

10-(3) The Director may determine the location and tree species of the replacement tree for the tree removed under Sub-section (2)."

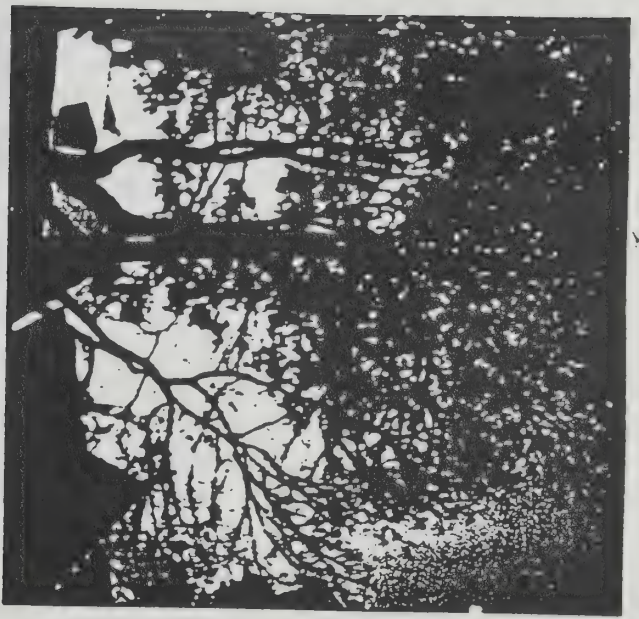
Approval for the removal of this City tree be subject to the property owner, providing at his expense, a replacement tree from City stock, of a species and in a location agreeable to the Director of Public Works and the property owner.

REFERRED BACK.

Kindly ensure that appropriate action is taken.

/mc

A handwritten signature in black ink, appearing to be 'D. J.', with a long horizontal stroke extending to the right.



Plenary
June 7, 95



Plenary June 20, 95



Plenary June 20, 95

SENT TO JIM
SEPT. 02/93.

WILLIAM M. McCULLOCH



CITY COUNCIL

CITY HALL
71 MAIN STREET WEST L8N 3T4
(416) 546-2730
1005/17 ROBINSON STREET L8P 1Y6
(416) 525-6647

FILE No. <u>95-2207</u>		
DEPT. PUBLIC WORKS		
AUG 09 1993		
	INFO ONLY	REPT REQ.
MA		
MSS		
MP	✓	
MCEM		
MFS		
CCAS		
OENG		
PME		
SNIM		
HORT		✓ copy
PDC		
SER		
SSS		

1993 August 5

Dear Jim,

Two Maple Trees
Bay Street South - 105 Aberdeen

This was a cause celebre a year ago or so when the owner purposely reversed his plans in order to defy the city's decision not to permit the trees to be removed.

As you can see from the enclosed letter, they have died (murder or suicide, or causes unknown). Could you look then over and also check over by-laws regarding removal and/or replacement.

Will you inform Mr. Sheppard who as President of Durand Association is acting on behalf of the neighbourhood residents. Keep me informed as well.

Sincerely,

WM:jf

Mr. Jim Pook
City Horticulturalist

c.c. Marvin R. Sheppard, President
Durand Neighbourhood Association Inc.
104 Aberdeen Avenue
Hamilton, Ontario L8P 2N8

P



DURAND
NEIGHBOURHOOD
ASSOCIATION
INC

c/o CITY CLERK
CITY HALL
HAMILTON, ONTARIO
L8N 3T4

104 Aberden Avenue,
Hamilton, Ontario.

L8P 2N8

August 5, 1993

Alderman Bill McCulloch
Alderman for Ward 2,
City of Hamilton,
City Hall, Hamilton, Ont.

Dear Alderman McCulloch:

On behalf of the Durand Neighbourhood Association I am asking for a report and your help regarding the 2 maple trees in front of the new house on Bay Street beside 105 Aberdeen Avenue.

Our latest objection to the tree removal resulted in a withdrawal of the application for tree removal. However, in the past few months, the 2 trees have miraculously died and will ultimately have to be removed thereby giving the house owner, Vincent DeBenedictus, complete victory in having the trees removed.

It is odd that no other trees in the area have died except for these 2 beautiful old maples.

I am asking your help to pursue this matter and if the owner is responsible for the death of these trees to see that he does not escape without great penalty.

Yours truly,

Marvin R. Sheppard
President

522-6961



**City of
HAMILTON**

DEPARTMENT OF PUBLIC WORKS

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

Tel: 545-6130

Fax: 546-3972

File: 93.2207

1993 October 4

Mrs. J. DeBenedicts
25 Braemar Place
Hamilton, Ontario
L9C 1C9

Re: Trees - 355 Bay Street South

As a follow up to your recent telephone conversation with Jim Pook, City Arbourist with respect to the above matter, this is to confirm our opinion that the two Municipally owned trees located at the above address have been damaged beyond recovery, due to the construction of your new home. In order for the City to avoid any future liability as a result of the deteriorated condition of both trees they require removal.

The two 26" diameter Sugar Maples located at this address are 100% on municipal property. By-law No. 92-155 Respecting Trees, subsection 11(1) states:

A person who damages or injures a tree on public property shall report such damage or injury to the Director (Director of Public Works) and shall pay to the City the cost of repairing the tree or if the tree is damaged beyond repair shall pay to the City the cost of removing the tree and the full replacement value of the tree. The Director shall determine whether the tree can be repaired or is damaged beyond repair.

Our Tree By-law was enacted to protect our urban forest and to mitigate the adverse impact of construction on the health and longevity of our trees. The development at your address has resulted in irreparable damage to the root system of both trees through mechanical injury and compaction. Furthermore you have continued to violate the By-law by storing construction materials and a garbage bin on the City Road Allowance over the root system of the Trees.



In view of the above you are requested to pay for the removal and full replacement value as follows:

Two 26" diameter Sugar Maples valued at	\$3,000.00 each	\$6,000.00
The Cost To Remove And Stump	1,500.00 each	3,000.00
	<hr/>	
	\$4,500.00 each	
TOTAL		\$9,000.00

Failure to make said payment will result in the City undertaking to initiate proceedings against you to recover the damages as outlined above.

I appreciate that you are anxious to finalize landscape development of your property, however, of equal importance is the suspect health of the two trees and the resultant potential for personal injury or property damage.

In order to achieve a mutually satisfactory resolution please call me at your earliest convenience at 546-4334.



R. W. CHRYSTIAN
MANAGER OF PARKS
DEPARTMENT OF PUBLIC WORKS

RWC/JP/nb

b.c.c. Alderman Wm. McCulloch, Alderman, Ward 2
b.c.c. Alderman V. Agro, Alderman, Ward 2
c.c. Mr. D. Lobo, Director of Public Works
Mr. J. Pook, Horticulturalist
Mac MacKinnon, General Foreman, Forestry
Lorne Farr, Solicitor, Law Department

Vincent and Joanna De Benedictis
25 Braemar Place,
Hamilton, Ontario.
L9C 1C9

October 13, 1993

Mr. R. W. Christian,
Manager of Parks,
Department of Public Works,
The City of Hamilton,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

WITHOUT PREJUDICE

Dear Sir:

Re: Trees - 355 Bay Street South.

In reply to your letter of October 4, 1993 we wish to make to following comments.

We agree with the first paragraph of your letter, however we deny any responsibility for the damages to the trees because of negligence in our part during the construction of the house.

We received approval of severance of the lot on August 1989, we paid \$8,000 for park dedication and \$500 development charges as requested. We received a building permit in July 1991 and paid \$6,866. Now we are told that as a result of the construction of the house the trees have been damaged beyond repair.

I can assure you that we have tried our best to save the trees especially the one on the north side. We love trees, we have quite a few at our present home. Unfortunately the trees on Bay Street are very sensitive and could not stand the construction around them.

We have offered all along to pay for the removal of the trees if we remove them ourselves. We have a price of \$1,000 from Reliable Tree Service of Burlington. However you told us that no one is allowed to remove any trees on City property other than City workers. If this is the case we will pay to the City \$1,000 toward their cost of removal of the trees.

Yours truly



V. De Benedictis

FILE NO. <u>93.2207</u>		
DEPT. PUBLIC WORKS		
OCT 19 1993		
	INFO ONLY	REPT REQD.
MA		
MSS		
MP		✓
MCEM		
MFS		
CCAS		
OENG		
PME		
SMM		
HORT		✓
PDC		
SSF		
SSS		

Rick



City of
HAMILTON

DEPARTMENT OF PUBLIC WORKS
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T5

Tel: 545-6130
Fax: 546-3970
File: 93.220

1993 October 28

Vincent DeBenedictis
25 Braemar Place
Hamilton, Ontario
L9G 1C9

Re: Trees - 355 Bay Street South

Further to your letter of October 13, 1993 in regards to the above we provide the following:

As previously stated, our position concerning the damage and ultimate demise of the two trees remains the same. Further, any digression from our intended course of action will depend on your willingness to reach a mutually acceptable resolution.

In reference to your \$1,000.00 cost estimate for removal of the two trees we would appreciate receiving a written quote to substantiate your claim. We would also require any company quoting on the removal of these trees to provide proof of their liability insurance (\$2,000,000) and confirmation that their employees are electric utility safety association (E.U.S.A.) certified; this is due to the proximity to energized conductors. This information would allow a proper comparison between our quote for removal and that of a private contractor.

Please remember that our removal cost outlined in our letter of October 4, 1993 was an estimate only and given as an upset limit; any surplus funds remaining after removal would be returned to you.

Please call me at your earliest convenience should you wish to discuss this matter. Should we not hear from you by November 5, 1993 we will advance this matter to our Law Department for further action.

R. W. CHRYSTIAN
MANAGER OF PARKS
DEPARTMENT OF PUBLIC WORKS

WC/nb

c.c. P. Noé Johnson, City Solicitor



BENEMAR CONSTRUCTION INC.

911 GOLF LINKS ROAD, SUITE 111, ANCASTER, ONTARIO L9K 1H9
PHONE: (416) 304-0300 FAX: (416) 304-0302

From Mr. DeBenedictis

Date: Nov. 3, 1993

Time: _____

Company Name City of Hamilton

Department of Public Works

Attention: Mr. R.W. Christian

Fax Number 546-3972

Number of pages including this one: 2

Message: enclosed written
quotation from Reliable Tree
Service, as requested.

FILE No. <u>93. 2207</u>		
DEPT. PUBLIC WORKS		
NOV 03 1993		
	INFO ONLY	REPT REQD.
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P.

RELIABLE TREE SERVICE

A Division of Unique Painting and Decorating Ltd.
1222 Bellview Street
Burlington, Ontario L7S 1C7
(416) 639-5067

To: Vincent De Benedictis
c/o Benemar Construction Inc
911 Golf Links Rd, Rochester ont L94 1 H9

PHONE: 1-905-304-0302

DATE: Nov 3 1993

DESCRIPTION	(GST #R105449599)	PRICE	AMOUNT
Requested by Vincent De Benedictis			
Re - 355 Bay St South, Hamilton			
Remove 2 trees in front of house			650.00
" 2 stumps			250.00
We carry insurance for one million with Continental			900.00
" have Worker's Compensation.			
We do trees for City of Burlington			
also the town of Oakville.			
Your Truly			
Vincent Bolduc			
		GST TAX	63.00
		TOTAL	963.00

Kick



City of
HAMILTON

DEPARTMENT OF PUBLIC WORKS

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

Tel: (905) 546-2785

Fax: (905) 546-3972

File: 93.2207

1993 November 15

Vincent DeBenedictis
25 Braemar Place
Hamilton, Ontario
L9G 1C9

Re: Trees - 355 Bay Street South

Further to receiving your fax on November 3, 1993, in regards to the above we provide the following:

The quote given by Reliable Tree Service does not address our insurance or Electrical Utility Safety Association requirements provided to you in our letter of October 28, 1993. In this regard the quote received would not be considered by the City of Hamilton for any type of work on our road allowance property. It should also be noted at this time that the City of Hamilton's liability insurance requirements for contractors working on City property is \$3,000,000.00.

Further, you are reminded that our letter of October 4, 1993 included costs for removal of the two Sugar Maple trees and the replacement value of the two trees. Should this matter be advanced to our Law Department they will be requested to initiate proceedings to recover the total cost as outlined for same.

Please call me at your earliest convenience should you wish to discuss this further. As this is our last attempt to reach an agreement with you, we request that you reply by November 22, 1993. Any further correspondence after this date will be directed to the City Solicitor.

R. W. CHRYSTIAN
MANAGER OF PARKS
DEPARTMENT OF PUBLIC WORKS

RWC/nb

c.c. P. Noé Johnson, City Solicitor
Mr. J. Pook, Horticulturalist



Talk to Bob.

Vincent and Joanna De Benedictis
25 Bracmar Place,
Hamilton, Ontario.
L9C 1C9

November 22, 1993

Mr. R. W. Christian,
Manager of Parks,
Department of Public Works,
The City of Hamilton,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

WITHOUT PREJUDICE

Dear Sir:

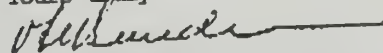
Re: Trees - 355 Bay Street South.

As outlined on my letter of October 13, 1993, I deny any responsibility for damages to the trees due to the construction of the house. I wish to reaffirm my position in this matter.

I feel I have been more than fair in offering the City \$1,000.00 toward their cost for removal of the trees being what I would have paid if I had them removed by Reliable Tree Service of Burlington. I fail to accept the fact that they are qualified to remove trees for the Cities of Burlington and Oakville, but they are not qualified to remove trees for the City of Hamilton.

My offer of \$1,000.00, as outlined above, still stands until November 30, 1993 whereby if not accepted it is withdrawn and is not to be construed as admitting any responsibility.

Yours truly



V. De Benedictis

FILE No. <u>93.2207</u>			
DEPT. PUBLIC WORKS			
NOV 22 1993			
	INFO ONLY	REPT REQD.	
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PDC			
SSF			
SSS			
<i>Rick</i>		<input checked="" type="checkbox"/>	<i>copy</i>

P



City of
HAMILTON

Department of Public Works

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4334/Fax (905) 546-3972
File: 93.2207

1993 December 3

Vincent DeBenedictis
25 Braemar Place
Hamilton, Ontario
L9G 1C9

Without Prejudice

Re: Trees - 355 Bay Street South

Further to our telephone conversation of December 3, 1993, this letter is to confirm our mutually agreed upon course of action in regards to the above.

Our Forestry staff will remove/stump the two Sugar Maple trees located at 355 Bay Street South at a cost of \$1,500.00 (upset limit) to be paid by you immediately upon completion; these monies being paid to the City of Hamilton for the work set out in this letter.

No further action will be initiated by the Public Works Department with respect to recovery of replacement costs and value of the affected trees.

We have scheduled this work to occur on December 9, 1993 at approximately 8:00 a.m. Stumping will be undertaken following confirmation of utility locates.

We would appreciate receiving your written concurrence with the contents of this letter as soon as possible and before December 9.

If you have any questions, please do not hesitate to call me. Your co-operation is appreciated.

R. W. CHRYSTIAN
MANAGER OF PARKS DIVISION
DEPARTMENT OF PUBLIC WORKS

RWC/rb

c.c
P. Noé Johnson, City Solicitor
D. Lobo, Director of Public Works
J. Pook, Horticulturist
M. MacKinnon, General Foreman, Forestry
K. Jones, Foreman, Forestry



DEC 06 '93 08:59 TN:

FROM: HAMILTON PUBLIC WORK T-667 P.01

802
FILE No. 43.2207
DEPT. PUBLIC WORKS
DEC 06 1993City of
HAMILTON

Department of Public Works

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4334/Fax (905) 546-3972
File: 93.1707

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1993 December 3

Vincent DeBenedictis
25 Braemar Place
Hamilton, Ontario
L9G 1C9Without Prejudice *Rick*Re: Trees - 355 Bay Street South

Further to our telephone conversation of December 3, 1993, this letter is to confirm our mutually agreed upon course of action in regards to the above.

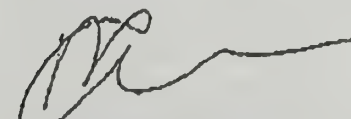
Our Forestry staff will remove/stump the two Sugar Maple trees located at 355 Bay Street South at a cost of \$1,500.00 (upset limit) to be paid by you immediately upon completion; these monies being paid to the City of Hamilton for the work set out in this letter.

No further action will be initiated by the Public Works Department with respect to recovery of replacement costs and value of the affected trees.

We have scheduled this work to occur on December 9, 1993 at approximately 8:00 a.m. Stumping will be undertaken following confirmation of utility locates.

We would appreciate receiving your written concurrence with the contents of this letter as soon as possible and before December 9.

If you have any questions, please do not hesitate to call me. Your co-operation is appreciated.



R. W. CHRYSSTIAN
MANAGER OF PARKS DIVISION
DEPARTMENT OF PUBLIC WORKS

All the conditions outlined in this letter are hereby accepted.

Dec 6, 1993

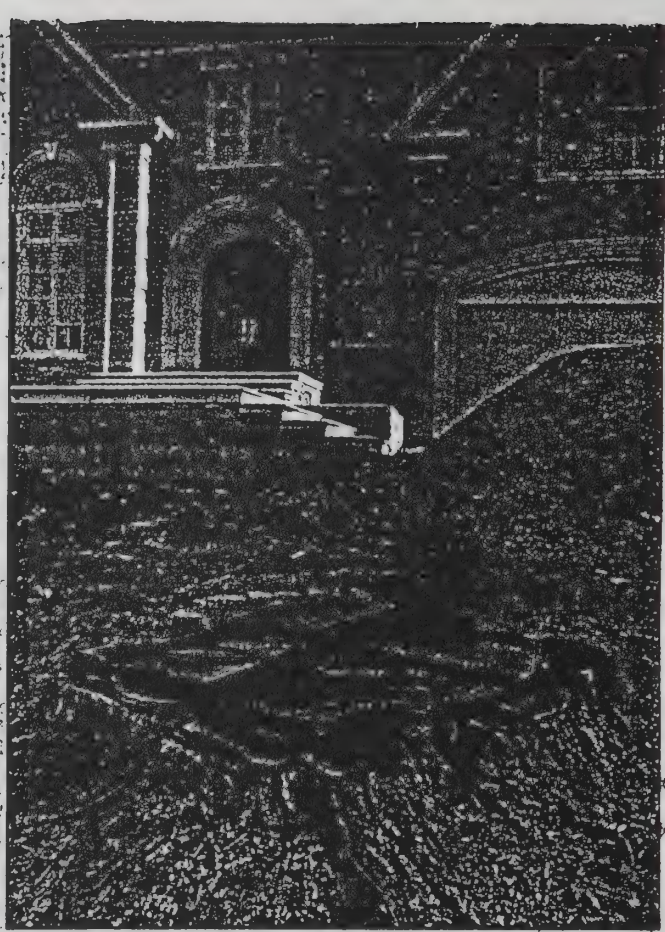
Signed 

RWC/rb

c.c

P. Noé Johnson, City Solicitor
D. Lobo, Director of Public Works
J. Pook, Horticulturist
M. MacKinnon, General Foreman, Forestry
K. Jones, Foreman, Forestry





The two maples in front of the DeBenedictis house on Bay Street, left, were cut down by a work crew last week. Spectator photos

Timber!

Investigation ordered into tree cutting

By JIM POLING
The Spectator

THERE'S NOTHING sweet about the tale of the vanishing sugar maples.

In fact, Hamilton Alderman Henry Merling is ordering city staff to investigate why the two towering trees in the city's stately Durand neighborhood were felled last week.

In felling them, city staff broke the city's own tree-cutting bylaw, said Mr. Merling.

"This was nothing short of a blatant end-run around the political process," said Mr. Merling, head of the city's transport and environment committee. "We made a political decision to not have the trees cut down and somebody obviously went around that decision."

The sugar maples were on city property in front of the driveway of a home being built by developer Vincent DeBenedictis. The site is on Bay Street, just south of Aberdeen Avenue.

Neighbors are furious. They fought to keep the 70-year-old trees, and now feel betrayed.

"I don't think there's a person in the neighborhood that has a good word for him," says Inglewood Drive resident Gail Blums, referring to Mr. DeBenedictis.

About two years ago a city forestry foreman inspected the 21-metre (70-foot) trees and gave them a clean bill of health.

Steve Bowen of the Royal Botanical Gardens' Nature Centre says sugar maples are a hardy breed. Sometimes they can be prone to acid rain damage, but in the right conditions they live 175 to 200 years, he said.

Mr. DeBenedictis' wife, Joanna, says they were diseased and had to be cut. "It was just their time to go," she said. But she urged The Spectator not to write about the missing maples.

"If you look around you will find better stories. People don't care about the trees."

Dream home

This tree fight started about two years ago when the developer asked the city to cut the trees because they blocked the entrance to his dream home driveway. He said his house plans were approved and nobody told him the trees couldn't be cut.

A city foreman inspected the trees and said they were healthy. He recommended they not be cut.

But Mr. DeBenedictis was driven. In a September 1991 Spectator story, he told columnist Paul Wilson he'd win the battle to have the trees removed.

"I will find a way," he said.

A year later the city's transport and environ-

ment committee gave the OK to cut one of the trees, but members quickly changed their minds.

Alderman Dave Wilson argued Mr. DeBenedictis should have flipped the design of his home so the garage wasn't blocked.

Alderman Fred Eisenberger said he should have counted for the maples.

"I've encourage people to design their homes and ignore the trees that are there, we will have lots of problems," he said when the committee debated the issue last November.

Last week the trees came down.

Mr. Merling learned of their fate this week. When he asked Bob Chrystian, head of the city's parks division, why the trees were cut he was told the maples were dying and had to be cut.

"I told him I have diabetes and I am dying, but that doesn't mean you take me out back and shoot me."

And Mr. Merling wants to know why Mr. DeBenedictis was charged only \$1,500 for the removal of both trees. Last year city staff said it would cost \$3,856 per tree for removal and replacement.

"There's a lot to be answered for here," said Mr. Merling.

He expects the staff report for the next transport and environment meeting on Jan. 17.

Taxpayers sapped by \$7,500 sugar maple tab

By JIM POLING
The Spectator

HAMILTON TAXPAYERS may be out as much as \$7,500 for the controversial destruction of two stately maples in the Durand neighborhood.

And, says Ward 2 Alderman Bill McCulloch, there's little to prevent the same thing from happening again.

An Oct. 4, 1993 memo from city official Bob Chrystian says the total cost of removing and replacing the sugar maples on city property in front of a developer's Bay Street South dream home would be \$9,000.

Instead, developer Vincent DeBenedictis is expected to pay the city only \$1,500.

At issue are two 70-year-old sugar maples, felled by city works crews earlier this month. When the chainsaws were taken to the trees, the move capped a two-year battle by Mr. DeBenedictis to have the trees killed.

The city refused to cut the trees, but Mr. DeBenedictis vowed in a September 1991 Spectator story that they would come down.

"I will find a way," he was quoted at the time.

Request

He withdrew his request that the trees be cut last January.

Under a city bylaw, when a person damages or injures a tree on public property they are liable for all costs, including the replacement value of the tree. People are also responsible for costs if they request a tree be cut.

In October, Mr. DeBenedictis was told in a city letter that the cost for the trees' removal would be as much as \$9,000. The same memo says construction on the home caused the damage to the trees.

"The development at your address has resulted in irreparable damage to the root system of both trees through mechanical injury and compaction. Furthermore, you have continued to violate the bylaw by storing construction materials and a garbage bin over the root system of the trees."

But instead of \$9,000, the city is only charging him \$1,500. A memo from the legal department, obtained by The Spectator, states there is no proof Mr. DeBenedictis caused the damage. It recommended against legal action.

During the fall, a city specialist inspected the trees and said they were dead. Mr. Chrystian said they had to be cut so they wouldn't pose any liability threat.

Responsibility

Mr. DeBenedictis could not be reached for comment. However, in an Oct. 13 letter to city staff, he denied responsibility for destruction of the trees. He said he would pay \$1,000 towards their removal. City officials say he later settled at \$1,500.

Mr. Chrystian said that given the city's legal position, \$1,500 was the best he could get.

That has angered Ward 7 Alderman Henry Merling, who says the final bill will be in excess of \$3,000, not including the cost of replacing the trees.

"This guy got what he wanted in the end and is getting off scot free. He might be legally or technically right, but what's been done and the way this has been handled is not right. I want more answers."

Mr. Merling, chairman of the city's transport and environment committee, has demanded a staff investigation. A report is due at the next committee meeting on Jan. 17.

Mr. McCulloch, who represents the ward where the trees were cut, says he's satisfied staff did everything they could. But he's not pleased with the result.

Plant new trees in the same spot

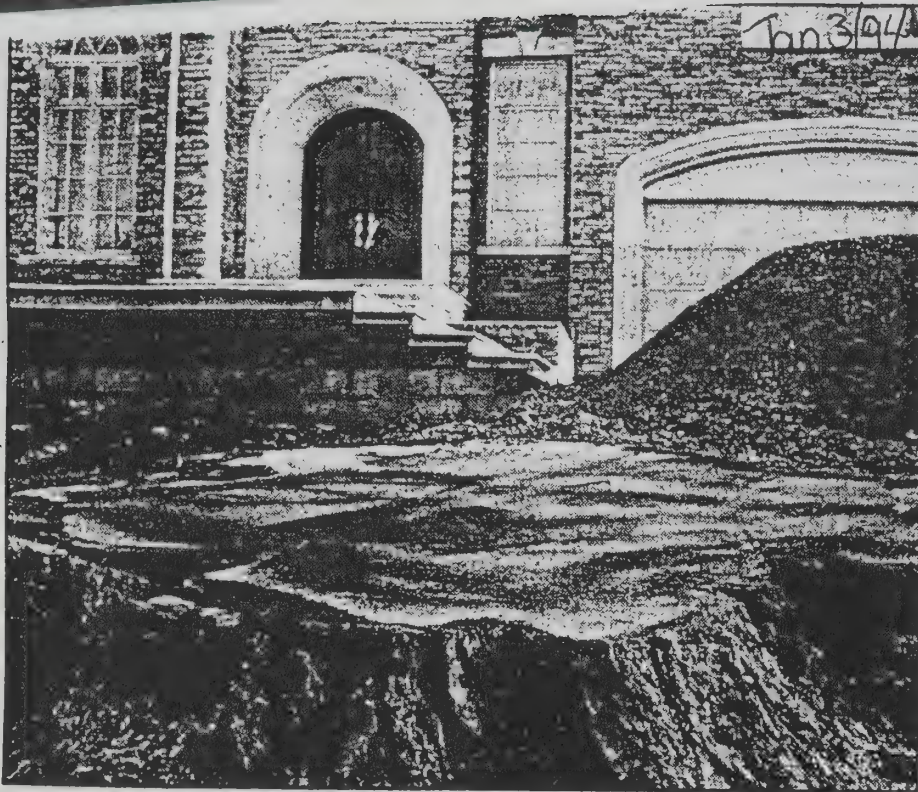
RE: "Timber!" (Dec. 18).

As a resident of the Durand neighborhood, I suggest that Hamilton city council instruct the head of the city's parks division, to root out the stumps of the two sugar maples cut down on Bay Street South.

The stumps should be replaced with two substantial sugar maple saplings, to be planted in the exact same spots.

This would put an end to any unpleasant public perceptions that the cutting down of these trees was done to accommodate the desires of the property owners, contrary to the wishes of city council.

Charles Dunbar,
Hamilton.



Spectator Photo

The stump of one of the maple trees cut down.

It doesn't pay to follow the rules

RE: "Timber" (Dec. 18).

The article on the removal of two healthy sugar maples, on city property by city staff to satisfy a developer's dream house left me with some bad memories about a similar incident.

About six years ago, I was approached by a client to have a property upgraded and historically renovated at the corner of Duke and Bay Streets. Both planning and traffic departments requested internal parking and a controlled in-out circulation, for safety reasons, onto the one-way streets.

But this required removal of one large horse-chesnut to extend the driveway. The city flatly rejected the application because the specimen was in fair-to-good condition and contributed greatly to the character of the downtown. This despite the fact that the canopy of the tree was severely unbalanced by hydro wires running through the middle in addition to severe leaf scorching from stress and sidewalk compaction.

Despite our protests to all levels of staff, the city would not change its mind, resulting in disbanding of this entire project and the tree still stands.

This more recent incident on Bay Street was totally unjustified, as the trees were perfectly healthy and added to the character and quality of

the estate home being built. In fact the owners have significantly devalued their own property by thousands of dollars, added to air conditioning and heating bills and leave themselves more open to noise and city traffic.

But more important is that "fair is fair." In my case a development was cancelled at great cost to several parties because we followed the rules and lost. If standards are to be obeyed in the city of Hamilton, they should apply to everyone and there should be no way to circumvent a previous decision via political process as clearly happened in this case.

In this incident neighbors are justly outraged and worried that if it happens once who's next. It sets a serious precedent and example to everyone that rules can be broken depending on who you know and in particular it makes a mockery of the whole lengthy, costly site-planning process.

Alderman Merling should request that the trees be replaced with two large trees of equal value to those removed and with costs paid by the owner/developer in question.

Let this serve as a lesson to the public that this should never happen again.

Stephen Millen,
Landscape Architect,
Dundas.

Tree felling wins converts to the cause

RE: "Timber" (Dec. 18).

Dear Vincent and Joanna DeBenedictis:

Congratulations on the completion of your dream home. I am writing to you to thank you for making my job of knocking on doors for a major environmental organization an easier and more valid one.

The decision to fell the trees obstructing the garage, and the statement, "People don't care about trees," fuelled the inspiration I need

I recently canvassed the neighborhood where your dream home is located. Let me assure you that people take a dim view of such actions. People told me that they actually do care about trees.

Thanks again for making my job an easier and more meaningful one.

Cees van Gernerden,
Hamilton.

We need all the trees we can get

We need all the trees we can preserve and plant in Durand to help us with the pollution that collects under the side of the Mountain, and to soften the pavement and brick for living in the city. It is a sacrilege to have destroyed those two magnificent trees.

Sandra Black,
Hamilton.

RE: "Timber" (Dec. 18).
If the homeowner thinks people don't care about trees, she's dead wrong. And if she doesn't care about them, why is she moving into the Durand neighborhood? Why not just build the mansion out in some new area? That's what her house looks like now — a huge, bare, stone mansion.

3(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 10

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Recycling of Christmas Trees (PW94.1106)

RECOMMENDATION:

- (a) That staff be authorized to establish various drop off locations throughout the City to which citizens will deliver their used Christmas trees for mulching and recycling, in lieu of our current practice of roadside pick up with Sanitation Division manpower and equipment.
- (b) That staff be authorized to advertise the revised Christmas Tree Recycling Programme and the drop off locations, in conjunction with our current Christmas Garbage Pick Up Advertising Programme, commencing for the 1995 Christmas tree clean up.


D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

While detailed financial implications are not available at this time, the following factors will contribute to real savings as the programme becomes successfully implemented.

- Our current costs for collection of Christmas trees is approximately \$17,000 per year, based upon an operation of 3, 2-man packers for a period of 10 working days.
- Christmas trees must be picked up with dedicated packers as they cannot be mixed with household garbage.

- Placing the onus for delivering the used Christmas trees to the recycling location on the homeowner will allow staff to focus on our first priority of household garbage. This is critical during the post Christmas season as this time of year produces heavy garbage tonnage for pick up and winter storm conditions can make our pick up operations very difficult.

There are no staffing or legal implications.

BACKGROUND:

The City of Hamilton's existing practice for the clean up of used Christmas trees is to provide curbside pick up within the first two weeks of January.

It is proposed through this recommendation that a formal recycling programme for Christmas trees be established. Under this proposal, various drop off locations throughout the City, such as: Gage Park, Turner Park, Kings Forest Park, Chedoke Complex, etc., would be established.

Homeowners would be notified through our existing Christmas holiday season garbage pick up advertising campaign as to the recycling programme, drop off locations and the discontinuation of curbside pick up. The used Christmas trees would be chipped at the various locations and placed as a landscaping mulch on shrub beds throughout our parks.

This programme could be initiated for the 1995 season and following an initial education period it is envisioned that this programme would be very successful. The objectives of this revised Christmas tree clean up procedure contributes to both our Municipal and Provincial mandates of recycling and reusing and offers a positive opportunity to the individual homeowner to participate.

CFE/jdh

c.c. Mr. J. G. Pavelka, P.Eng., Chief Administrative Officer

3(4)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 10

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Director of Public Works

SUBJECT: 1994 Proposed Road and Sidewalk
Capital Improvement Programme

RECOMMENDATION:

- a) That the proposed 1994 Road and Sidewalk Capital Improvement Programme in the amount of seven million and fifteen thousand dollars (\$7,015,000.) be approved; and,
- b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received



D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

BACKGROUND:

The Draft 1994 to 2003 Capital Budget makes a provision in the amount of seven million and fifteen thousand dollars (\$7,015,000.) for the reconstruction of roads and sidewalks in the City of Hamilton in 1994. The estimated subsidy from the Ministry of Transportation of Ontario (MTO) is one million, seven hundred and fifty-four thousand dollars (\$1,754,000.) and the net cost for the City is estimated at five million, two hundred and sixty-one thousand

dollars (\$5,261,000.). The proposed Programme for 1994 is divided into the following sections:

- a) Roads and Abutting Sidewalks
- b) Sidewalks on Regional Roads
- c) Sidewalks Only
- d) Miscellaneous Projects
- e) Supplementary List

All the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction. All streets requiring reconstruction in the Programme have been identified in the 1993 Road Needs Study as "now deficient" or requiring improvement in the next one to five years under the criteria established by the MTO.

Some of the roads requiring improvement in the one to five year range are being undertaken now in conjunction with sewer/watermain work. A higher priority is assigned to streets where sewer and/or watermain construction is proposed by the Region. Through this co-ordination of various construction activities, cost-saving to the City and Region and significantly less disruption to the area residents and the travelling public will be achieved.

Based on the above considerations, the proposed 1994 Capital Improvement Programme is as shown on the attached Schedule 'A'.

RPM/jdh
Attch.

- cc: E. M. Gill, Senior Director, Roads Department (attach)
M. F. Main, Director of Traffic Services (attach)
A. Ross, City Treasurer, Treasury Department
Attention: N. Adhya, Manager of Budgets (attach)
J. Halliday, Senior Director, Environmental Services (attach)
D. W. Vyce, Director, Property Department
P. Noe Johnson, City Solicitor, Law Department
J. Schatz, City Clerk, City Clerk's Department
V. Abraham, Director of Local Planning, Planning & Development Department
C. Firth-Eagland, Manager of Streets & Sanitation, Department of Public Works

CITY OF HAMILTON
1994 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Burkholder Drive	East 25th	Upper Sherman	in conjunction with watermain work	\$ 276,400
East 45th Street	Mohawk	Fennell	including sidewalk reconstruction and repair	850,800
East Bend Avenue	King	Main	in conjunction with sewer work	169,100
Elizabeth Crescent	Mericourt	Mericourt		191,500
Ellsworth Drive	Edith	Mountain Brow		203,800
Haddon Avenue	Westwood	Stroud	including curb & sidewalk reconstruction and repair in conjunction with sewer work	273,000
Hoover Crescent	Welbourn	Welbourn	in conjunction with sewer work	446,300
Leeds Street	Burlington	South End	including sidewalk reconstruction	73,300
Macauley Street	John	Wellington	1993 Carry Over	328,200
Mayflower Avenue	Glendale	Gage	including sidewalk repair in conjunction with sewer work	232,000
Sanders Boulevard	West Park	Norfolk	1993 Carry Over	1,086,100
West Park Avenue	Main	North End	including sidewalk reconstruction	208,700

B. Sidewalks on Regional Roads

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>ESTIMATE</u>
Dundurn Street	York	Main	\$179,300
John Street	King	Young	242,500
Upper James Street	Inverness	Fennell	247,100
Upper Sherman Avenue	Concession	Mohawk	392,100

C. Sidewalks Only

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Brigadoon Drive	Gledhill	Fiona	reconstruction and repair	\$ 265,500
Clare Avenue	Beach Boulevard	End	see note below	
Comet Avenue	Beach Boulevard	End	see note below	
Duncairn Crescent	Brigadoon	East End	reconstruction and repair	50,900
Dunraven Avenue	Beach Boulevard	End	see note below	
Fifth Avenue	Beach Boulevard	End	see note below	
Fourth Avenue	Beach Boulevard	End	see note below	
Gerrick Court	Heatherdale	South End	reconstruction and repair	25,300
Golden Orchard Drive	Brigadoon	Brigadoon	reconstruction and repair	199,700
Grafton Avenue	Beach Boulevard	End	see note below	
Granville Avenue	Beach Boulevard	End	see note below	

C. Sidewalks Only Cont.

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Grenoble Road	Brigadoon	Duncairn	reconstruction and repair	\$ 54,300
Heatherdale Place	Grenoble	Gondola	reconstruction and repair	37,200
Killarney Avenue	Beach Boulevard	End	see note below	
Knapmans Avenue	Beach Boulevard	End	see note below	
Locarno Avenue (Lake and Bay Sides)			see note below	
North Park Avenue	Beach Boulevard	End	see note below	
Rembe Avenue	Beach Boulevard	End	see note below	
Windermere Avenue	Beach Boulevard	End	see note below	
NOTE: Sidewalks on Beach Strip Streets to be done in conjunction with Regions Sewer work - 1994 cost estimated at				138,900

D. Miscellaneous Projects

<u>DESCRIPTION</u>	<u>ESTIMATE</u>
Catch Basin and Drain Connections -various locations in conjunction with Regional Local Improvement sewers	\$ 50,000
Chedmac Drive - Rice to West End - top course of asphalt -roadwork done in 1993	53,000
Pavement Management System - retest to validate data for study done in 1992 and 1993	40,000
Streetlighting - various locations - modifications and upgrades generally in conjunction with road works	500,000
Macklin Drainage Channel - slope stabilization	200,000

E. Supplementary List

To be done in order if residual funds are available and necessary approvals are received.

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Hunter Street	John	James	including sidewalk reconstruction and repair	\$ 251,900
Hawthorne Avenue	Aberdeen	Homewood	including sidewalk reconstruction	112,100
Rossmore Avenue	Hawthorne	West End	including sidewalk reconstruction	62,800
Lydia Street	Lawrence	South End	sidewalks only	35,400
Aintree Court	Dunkirk	South End		51,300
Arlington Road	Glendee	Lawrence		77,200
Ferrie Street	Bay	West End	including sidewalk reconstruction and repair	108,000
Gerrard Street	Sherman	Birch		120,800
Glenholme Avenue	King	South End		239,200
Harold Street and Court	Lower Horning	West End		244,900
Glendee Road	Glendee Court	Glenholme	including sidewalk reconstruction and repair	174,100
Bevan Court	Dunkirk	South End		59,300
Westwood Avenue	Stroud	Haddon		213,300
Woodbridge Road	King	South End	including sidewalk reconstruction and repair	351,500
Binkley Crescent	Sanders	Sanders		262,500
Holbrook Road	Sanatorium	West End	including sidewalk reconstruction and repair	199,000
Thorndale Crescent	Sanders	Sanders		397,800

E. Supplementary List Cont.

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>COMMENTS</u>	<u>ESTIMATE</u>
Eastbourne Avenue	Main	Delaware		\$ 102,800
Scotia Avenue	Kimberly	Ferndale	including sidewalk reconstruction	113,600

All estimates include 1% allowance for tree planting.

January 7, 1994

4.

CITY OF HAMILTON

-RECOMMENDATION-

DATE: January 6, 1994
E308-02C C. Rodgeron

JAN 10 1994

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Decontamination of PCBs by PPM Canada Inc for
Hamilton Hydro-Electric System Hamilton, Ontario

RECOMMENDATION:

- (a) That the West Central Branch of the Ministry of the Environment and Energy be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Hamilton Hydro-Electric System at 450 Nebo Road, Hamilton, Ontario;
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment and Energy be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific City of Hamilton permits are required for the proposed work.


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

**Decontamination of PCBs by PPM Canada Inc for
Hamilton Hydro-Electric System Hamilton, Ontario**

BACKGROUND:

The West Central Office of the Ministry of the Environment and Energy (MOEE) has received an application from PPM Canada Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 450 Nebo Road, Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Hamilton Hydro-Electric System has hired PPM Canada to carry out on-site PCB decontamination of 18 245 litres of PCB contaminated mineral oil. The PCB material is stored in eighty nine 45-gallon drums at 450 Nebo Road in Hamilton. The facility is located in an industrial zone which is well removed from any residential dwellings.

The PCB destruction technology and procedures to be used by PPM Canada at the Hamilton Hydro-Electric site have been fully approved by the MOEE (Approval No. A840288, October 22, 1991). In total 18 245 litres of mineral oil, with an average PCB concentration of 2000 part per million (ppm) will be decontaminated to less than 50 ppm. According to MOEE regulations, material which contains a contamination level greater than 50 ppm of PCBs is classified as a PCB waste.

The byproduct of the PPM process will consist of approximately 18 245 litres of waste oil. This material will be delivered to a MOEE licensed facility namely Safety Clean, in Breslau, Ontario. Under normal conditions PPM operates a closed system and no PCB contaminated solids are produced. If any solid waste is generated it will be placed in a drum, and placed into Hamilton Hydro-Electric's PCB storage site.

No specific regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on Hamilton Hydro-Electric's property.

Under MOEE regulation 362, governing PCBs, the Ministry is required to notify the municipality of the proposed work once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The Region may waive this 30 day notification period if it considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to PPM's proposal the work to be carried has been tentatively scheduled for the week of March 1 1994, however the work will not commence until MOEE approval has been received. PPM will give the City of Hamilton 24 hour notification prior to the confirmed commencement date of work.

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 6

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

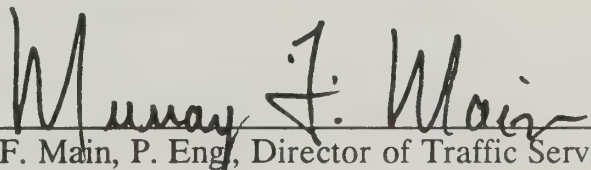
FROM: M. F. Main, P. Eng.,
Director of Traffic Services

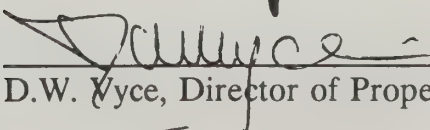
D. W. Vyce
Director of Property

SUBJECT: Traffic Operation Centre
1375 Upper Ottawa Street

RECOMMENDATION:

- a) That the traffic signal refurbishing and machine shop areas of the Traffic Operations Centre at 1375 Upper Ottawa Street be supplied with air conditioning at an estimated cost of \$24,000.00.
- b) That the outside fenced-in storage compound of the Traffic Operations Centre at 1375 Upper Ottawa Street be enlarged at an estimated cost of \$ 12,000.00.
- c) That an air exhaust system be added to the three signal technician rooms at the Traffic Operations Centre at 1375 Upper Ottawa Street at an estimated cost of \$14,000.00.
- d) That the total funding of \$50,000.00 for recommendations (a), (b), and (c), be charged to Capital Account No: 758841001.


M. F. Main, P. Eng., Director of Traffic Services


D.W. Vyce, Director of Property

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The original project was delivered substantially under budget and previously \$650,000 has been returned to the capital budget.

Available Balance:	\$ 196,630.04
Less Required Funding:	<u>50,000.00</u>
Remaining Balance:	\$ <u>146,630.04</u>

BACKGROUND:

1. In the original design of the traffic Operations Centre, it was not envisioned that the areas for the traffic signal refurbishing and machine shop work would be occupied on a full-time basis. Both the areas are now used continuously. The temperature in these areas rises to a level of discomfort due to the lack of air conditioning, especially since the employees are doing heavy physical work.

All other similar work areas in the building are air conditioned and all three surrounding side areas are air conditioned. It is recommended that air conditioning be added to these areas. This would enhance work efficiency and eliminate the temperature difference between adjacent areas. It is estimated that it would add \$1,500.00 to the annual operating costs.

2. The size of the outside, secure storage area was based on the best design information available at the time, however, it is undersized. Expansion will allow the storage of larger deliveries and eliminate the need to order several times in busy periods. This will also enhance the operational efficiency. It is recommended that the storage compound be enlarged to have sufficient room to properly manoeuvre the forklift.
3. The Operations centre Health and Safety Committee has identified that the carcinogenic emissions are arising from soldering and other maintenance activities in the Signal technician rooms. These can be controlled with a fume extraction system. It is recommended that a fume extraction be added.
4. This proposal has been reviewed and approved by the Capital Budget subcommittee on 1994 January 4.

c.c. M. F. Main, P. Eng., Director of Traffic Services
H. Solomon, Manager of Traffic Operations
N. R. Adhya, Manager of Accounting
R. E. Martiniuk, Manager of Architectural Division
M. Shah, Senior Project Manager

CITY OF HAMILTON
- RECOMMENDATION -

6.

DATE: 1993 December 8

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Expropriation of 20 metre wide portion of lands
for a local highway: future Gagliano Drive

RECEIVED

DEC 09 1993

CITY CLERKS

RECOMMENDATION:

- (a) To acquire a parcel of land 20 metres wide x 131 metres, described as Part of Lot 2, Concession 8, geographic township of Barton, City of Hamilton, more particularly described as Part 1 on Reference Plan 62R-12833, for a local highway to extend Gagliano Drive, which is required in connection with the proposed plan of subdivision known as Bar-Brock Estates, Phase 3, and that the City Clerk be authorized and directed to:
- (i) Give Notice of the City's Application as expropriating authority to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;
 - (ii) Advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and
 - (iii) Sign and receive the said Application for Approval to Expropriate.
- (b) All related costs of the acquisition and expropriation be charged to account CH 5X303 00102.



P. Noé Johnson
City Solicitor

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Property Department has estimated \$30,000.00 as the land costs to expropriate this property and have advised that there are sufficient funds in Account No. CH 5X303 00102. The Property Department has indicated that the costs required to complete the expropriation will be recovered through one foot reserves.

BACKGROUND:

On April 13, 1993 (Item 27, 4th Report, Transport and Environment Committee), Council authorized the Director of Property to negotiate with DiCenzo Construction Company Limited, the owner, for the purchase of a 12 metre easement to provide services to Bar-Brock Estates, Phase 3. If negotiations were not successful, the said land was to be expropriated. As the Director of Property reports that the said purchase could not be negotiated, this recommendation is made for formal authorization of the required authorization to expropriate.

Although on a 12 metre wide easement is required, a roadway will eventually be necessary; where the City expropriates for the purpose of a highway, the standard minimum width expropriated is 20 metres.

As the required land has been surveyed and searched, the next step under the Expropriations Act is to apply for approval of the expropriation and to give Notice of the City's intentions to the owners as authorized by the above recommendation.

Each Notice shall indicate that an inquiry may be requested to report to Council as to whether or not the proposed expropriation is fair, sound and reasonably necessary to achieve the expropriation objectives. Subsequently, if no inquiry is requested or after an inquiry is held, Council may then consider enacting an expropriation by-law.

JSL:bd

cc: D. W. Vyce
Director of Property
L. D. Turvey, Commissioner
Transportation/Environmental Services
Attention: K. Lau, Roads Department

7 (a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 25

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

NOV 24 1993

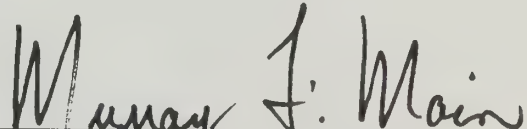
CITY CLERKS

SUBJECT:

School Crossing Guard - Upper Gage at Edwina/Thorley. [TEC-299-93]

RECOMMENDATION:

That school crossing guard service be discontinued during the lunch hour period for the east crosswalk at Upper Gage at Thorley.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The reduction in staffing will save approximately \$2200.00 per year.

BACKGROUND:

As a result of the installation of a pedestrian priority signal at the intersection of Upper Gage at Edwina/Thorley, the school crossing guard is no longer serving pedestrians crossing Upper Gage, as per the direction of Council. The pedestrian priority signal is serving this function very well instead.

However, there is a very heavy turning movement of vehicles through the east crosswalk. Previously, the adult crossing guard controlled this crosswalk as well as the crossing of Upper Gage. The installation of the pedestrian priority signal has not changed the turning movement and it is appropriate that the guard remain to control this crosswalk. However, the number of young pedestrians using the crosswalk during the lunch period is very small and is recommended that the hours of operation of the crossing guard be shortened to include only the morning and afternoon crossing periods.

HLS/ca

7 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

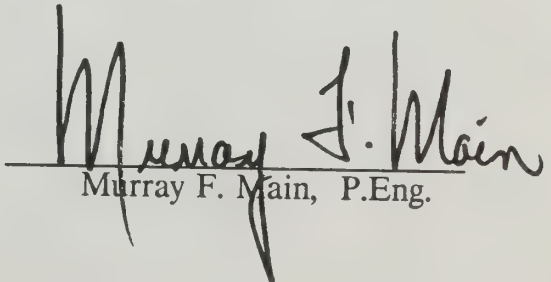
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Caroline Street South and Duke Street - Intersection Control. [TEC-295-93]

RECOMMENDATION:

- a) That the existing stop control at the intersection of Caroline Street and Duke Street be switched such that southbound traffic on Caroline Street is required to stop for westbound traffic on Duke; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro recently advised the Traffic Department of requests from Ms. K. Hynis, 148 Duke Street and Mrs. Heaney, 129 Bold Street Apt. #808, that two-way stop control be implemented at the intersection of Caroline Street South and Duke Street.

The subject intersection is a four-leg intersection of two one-way streets, and presently, westbound traffic on Duke is required to stop for southbound traffic on Caroline. Traffic Department records indicate that this intersection has experienced an annual collision rate of 2.65 in the last eight years. This is not an abnormal collision record for this type of intersection.

The Traffic Department has concluded that none of the criteria for all-way stop control are presently met at this intersection. However, it was determined that it would be beneficial to the pattern of stop control on both streets to switch the direction of stop control such that southbound traffic on Caroline would be required to stop for westbound traffic on Duke.

2/5
MT/CVB/ks



8.

OFFICE OF THE CLERK
MEMORANDUM

TO: Mr. J. J. Schatz
City Clerk
City Clerk's Department

YOUR FILE:

FROM: Carolyn A. Biggs
Legislative Assistant
Regional Clerk's Office

OUR FILE:
PHONE: (905) 546-2604

SUBJECT: **Transportation Services Committee**
Report 15-93

DATE: 1993 December 23

Subjoined please find Item 18 of Transportation Services Committee Report 15-93 which was approved by Regional Council at its meeting held on Tuesday, December 21, 1993.

Also enclosed is a copy of Report TRA 93-068 with respect to this item.

I would appreciate it if this matter could be placed on the appropriate standing committee agenda for consideration.

Should you have any questions with respect to this matter, please contact Mr. L. D. Turvey, Commissioner of Transportation/Environmental Services, at 528-4200.

cc:
cab.
Encl.

c.c. L. D. Turvey, Commissioner of Transportation/Environmental Services

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: December 8, 1993

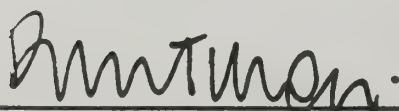
REPORT TO: Chairman and Members
Transportation Services Committee

FROM: Mr. D. Turvey
Commissioner of Transportation/Environmental Services

SUBJECT: Temporary Recovery Point for YORK Route
in Strathcona Neighbourhood
TRA 93-068

RECOMMENDATION:

- a) That the Commissioner of Transportation/Environmental Services be directed and authorized to relocate the end-of-line recovery point for the YORK bus route to a location on the east side of Strathcona Avenue immediately north of Lamoreaux Street, subject to the following provisions:
 - i) The Director of Public Works authorize the HSR to occupy the affected portion of Victoria Park for a period of ninety (90) days commencing December 22, 1993.
 - ii) The Director of Public Works install two (2) temporary approach ramps and related improvements at the recovery point to the satisfaction of the Director of Traffic Services.
 - iii) The Director of Traffic Services be requested to provide increased parking enforcement at the temporary recovery point.
 - iv) The Director of Transportation Services be directed to circularize the residents of Head Street to obtain public input into possible route modifications.
- b) That this report be forwarded to the City of Hamilton for consideration and approval.
- c) That following the 90 day evaluation, a report be brought forward with recommendations for a permanent end-of-line recovery point arrangement.



L.D. Turvey, P.Eng.

continued ...

FINANCIAL IMPLICATIONS:

The cost to install the temporary approach ramps is estimated to be \$70.00.

STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

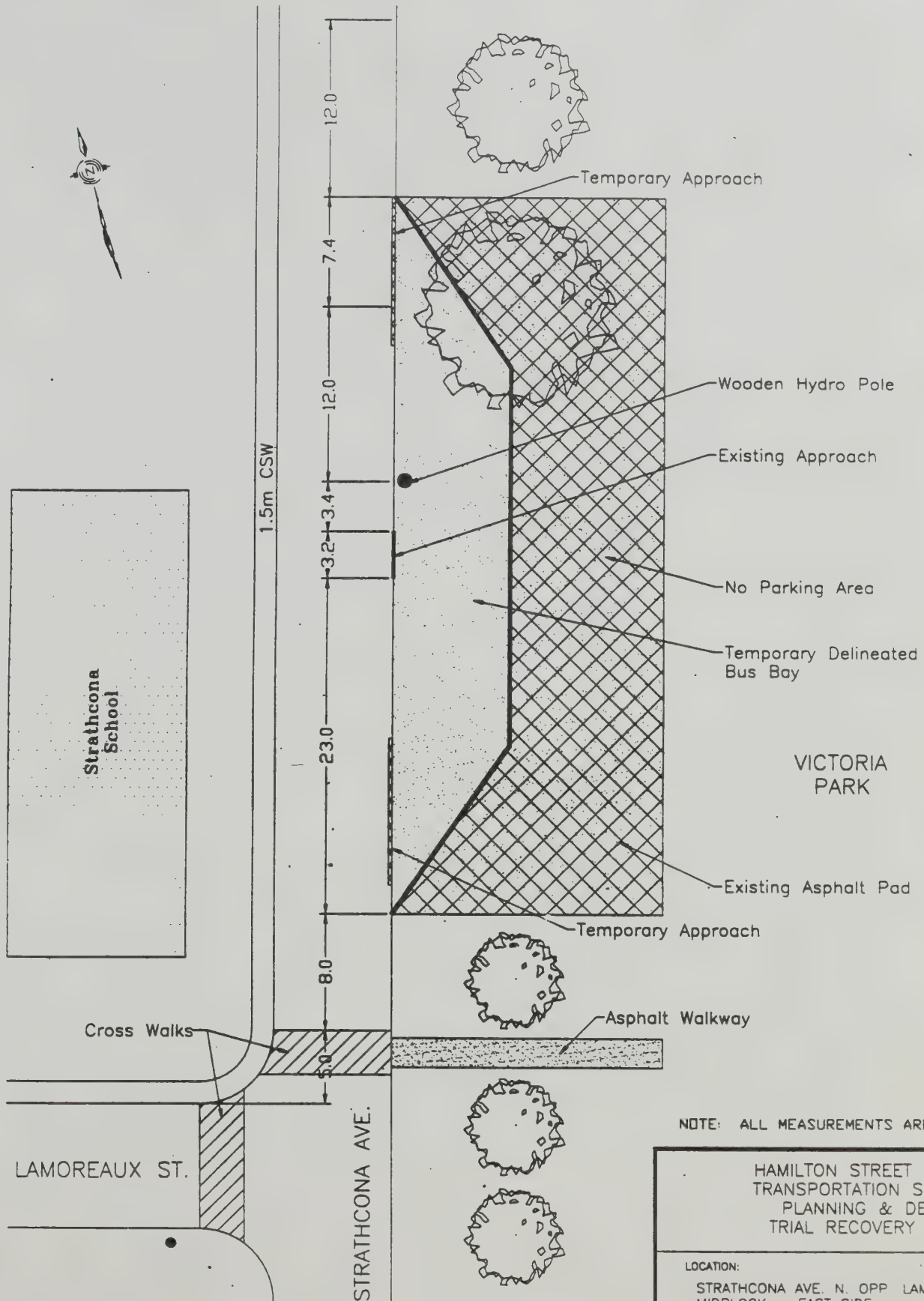
The YORK route bus uses the south curb lane of Lamoreaux Street at Strathcona Avenue as a recovery point. The HSR was recently contacted by the President of the Strathcona Home and School Association and the Ward 1 Councillors concerning bus operations on Lamoreaux Street.

A meeting was convened on December 7, 1993 between the HSR, the Traffic Department, the President of the Home & School Association, the School Principal and Councillors Cooke & Kiss. Issues related to bus traffic and pupil safety were identified. The steps HSR have taken over the past three years to address neighbourhood concerns were reviewed.

A shifting of the recovery point, for a trial period, around the corner to an unused asphalt parcel on the east side of Strathcona Avenue (Figure 1) received unanimous support from the attendees at the meeting. This action will rectify many of the safety concerns.

During the trial period, the residents of surrounding streets will be circularized to determine if a permanent rerouting of the YORK route away from Lamoreaux Street would be feasible. Other alternatives will also be investigated, including a permanent bus bay on Strathcona Avenue and locating the end-of-line recovery point at another bus stop.

AM/



HAMILTON STREET RAILWAY
TRANSPORTATION SERVICES
PLANNING & DESIGN
TRIAL RECOVERY POINT

LOCATION:

STRATHCONA AVE. N. OPP LAMOREAUX ST.,
MIDBLOCK - EAST SIDE

December 8, 1993

STRATHCONA 400

URBAN/MUNICIPAL
CA4 ON HBL A05
CSIT6
1994-

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

1994 January 25

NOTICE OF MEETING

URBAN M
JAN 1994
GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

**Monday, 1994 January 31
9:30 o'clock a.m.
Room 233, City Hall**


Kevin C. Christenson, Secretary
Transport and Environment Committee

A G E N D A

1. **DELEGATION:** (9:30 o'clock a.m.)

Two Man Sanitation Crews
C.U.P.E. Local 5
Mr. S. Gratton
Mr. D. Michor
Mr. L. Stasuik

2. **CONSENT AGENDA**

3. DIRECTOR OF PUBLIC WORKS

Amendments to Streets By-law No. 9329
Depositing of Snow on Highways and Streets.

4. CHAIRMAN'S REPORT

Information on Alleys, Road Closures, Development Control and Encroachments. (No Copy)
Discussion on Net Savings by Transferring back to City.

5. OTHER BUSINESS

6. ADJOURNMENT

Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner of Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
3.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
4.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
5.	Walkway - Fonthill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Director of Public Works	Report Back 1994 February
6.	Development Costs - No. 204 Chesley Street	1993 Dec. 6	Senior Director, Roads Department	Report Back 1994 January
7.	Two-Man Sanitation Crews - Canadian Union of Public Employees, Local 5	1993 Dec. 6	Director of Public Works/C.A.O.	Report Back
8.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Alderman F. Eisenberger	Tabled

Kevin C. Christenson, Secretary
1994 January 31st

Jan 25, 94

1.



Canadian Union of Public Employees - Syndicat Canadien de la Fonction Publique

LOCAL FIVE

231 Bay Street North, Hamilton, Ont. L8R 2R1

Telephone: 416-527-3391

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President

Sid Gratton

Secretary

Ed Thomas

January 25, 1994

Mr. K. Christenson,
Secretary,
Transport and Environment Committee,
City Hall,
Hamilton, Ontario.

Dear Sir: Re: Sanitation Workers - Two Person Crew

The Union would like to reaffirm their request to have standing at the next Transport and Environment Committee Meeting relating to the above issue. It is our understanding that this meeting will take place January 31, 1994.

Further, could you attach this letter to our submitted package as an amended update. Since submission of our revised proposal, there have not been any meetings with the Employer to discuss the Sanitation issue.

On January 20, 1994 the Union received a letter from Mr. J. Johnston, Commissioner of Human Resources. This letter stated:

"The Employer is prepared to assign the job to Wage Grade 15, denoted as D15S in the Schedule A of the Collective Agreement, in recognition of specific alterations to the working arrangements that are unlikely to occur for any other job classification with the scope of C.U.P.E. Local 5."

As we have discussed, the Union's position has been that the Sanitation Workers receive a Wage Grade 17. Our justification for this increase includes:

- The Director of Public Works has recognized statements to the Sanitation Workers which reflect a proposed wage increase between \$1.00 and \$2.00.
- The Sanitation Workers have agreed to accept an increase reflecting the lowest end of the proposed wage increase, therefore the Union's position at Wage Grade 17.
- As is traditional with any form of negotiations, the Union should have started with a higher rate and worked our way down. But, as a sign of mutual respect the Union clarified their position early in the negotiating process.

- 2 -

Unfortunately, the Employer has ceased this opportunity to "nickel and dime" the issue.

Although we do recognize the need to preserve the integrity of the Job Evaluation, we feel that both the Employer and the Union have recognized a number of areas where the Job Evaluation Programme has failed to properly recognize duties that now fall within the scope of C.U.P.E. Local 5.

In summary, the Union maintains the position that the Sanitation Workers should receive a Wage Grade 17. Further, the Employer has failed to address the issue of wage security for the displaced Sanitation Workers which is also of paramount concern.

Yours truly,

S. Gratton
Sid Gratton,

President.

Local 5.

SG:sc



CIVIC UNIT

DATE: 1993 November 30

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Cupe Local 5, Civic Unit

SUBJECT: Two-Man Sanitation Crews

RECOMMENDATION:

- a) That the employer implement an 'out of schedule rate' for the Dual Driver/Loader Position, to provide appropriate compensation for the required work load, and to ensure adequate numbers of applicants for the Dual position.
- b) That the employer provide 'Red Circling' protection for all displaced employees from the Sanitation Section.
- c) That the employer maintain three positions within the Sanitation Section - Dual Driver/Loader, Driver and Loader.
- d) Failing acceptance of the above recommendations, the employer recognize a minimum two year phase in period with specific employee protection.

BACKGROUND:

In the spring of 1993, The Public Works Department of the City of Hamilton, met with Representatives of CUPE Local 5 for the sole purpose of co-operatively developing a smooth transition relating to the restructuring of the Sanitation Section.

During these discussions, Local 5 proposed an actual hands on pilot study be utilized to establish actual facts relating to the 2-Man Packer Operations. The pilot study was done and the facts were provided to all participants.

During the fall of 1993, Local 5 met with the employer to establish an implemetation procedure for the restructuring of the Sanitation Section. Local 5 could not accept the employers first position provided in a letter dated November 10\93, file number 93.0518.01. Subsequently, a joint position was established on November 18\93. Unfortunately, what was perceived as understood and agreed upon is not reflected in the letter dated November 22\93, file number 93.0518.01.

Consequently, the recommendations contained in this document have been presented for the consideration of committee.

It is our belief, that our differences can be resolved. This will ensure a smooth co-operative transition in the Sanitation Section. Were issues arise that are unclear, related to the implimentation of the restructuring process, the Collective Agreement will be applied.

RECOMMENDATION SPECIFICS:

- a) That the employer implement an 'out of schedule rate' for the Dual Driver/Loader Position, to provide proper compensation for the required work load, and to ensure adequate numbers of applicants for the Dual position.

Recognizing that the success of the Sanitation Section restructuring proposal is essential, CUPE Local 5 is of the opinion that the proposed schedule "A" rate of D-13 is not significant enough to achieve the desired numbers of personnel applying for this new position.

In comparison:

Proposed City of Hamilton Dual rate:	\$ 17.157
City of North York rate:	\$ 18.180
City of Oshawa rate:	\$ 18.500

Therefore, we are recommending the employer establish an equitable 'Out of Schedule Rate' to ensure the successful filling

- b) That the employer provide 'Red Circling' protection for all displaced employees from the Sanitation Section.

The intent is to provide 'Red Circling' similar to the same procedures as set out in the Job Evaluation Process. The employees that are posting out of this section due to these restructuring initiatives, will maintain their present rate of pay. Any future wage increases will be based upon the rate of the position they have posted into.

Justification includes:

- 1) This protection will expediate both the posting out of all employees wishing to leave the Sanitation Section and the posting in of Dual classification.
- 2) The majority of employees that have expressed interest in leaving the Sanitation Section are senior employees and any reduction in their rate will adversely affect their eligible pension.
- 3) This proposal is to ensure that the employer takes appropriate initiatives to post an adequate number of vacant positions within the appropriate classifications.
- 4) The intent is to ensure a smooth transition for the displaced employees as well as new employees within the Sanitation Section.

- c) That the employer maintain three positions within the Sanitation Section - Dual, Driver and Loader.

CUPE Local 5 is of the belief that all three positions must be maintained in the Sanitation Section. All three positions are necessary to accommodate daily transfers into the section, for vacation/sick relief, and to accommodate student workers during the summer season.

Presently, employees that are transferred into the Sanitation Section on a daily basis are those labourers, Truck Drivers and other such personnel from the District's Yards.

Without maintaining three positions in the Sanitation Section, daily transfers can only be accommodated with the District's Truck Drivers. This will greatly reduce the number of employees available to operate equipment during all seasons with specific concern being the Winter Operations.

Under the proposed staff recommendation, only the District's Truck Drivers and Operators will be qualified to perform the duties of the Dual (Driver/Loader).

- d) Failing acceptance of the above recommendations, the employer recognize a minimum two year phase in period with specific employee protection.

The minimum two year phase in will remain in place until all displaced workers are relocated within the workplace. The phase in will be reviewed after the first two years.

The remaining employees will comprise of:

- 1) The Dual (Driver/Loader), which will be the majority of employees.
- 2) Drivers and Loaders, which will be provided security to maintaining their positions. These positions will be posted as Duals when they are vacated.
- 3) Continued DZ driver training for all employees within the Public Works Department, to increase potential pool of employees for the Dual posting.

Further, we feel it is essential to review the entire restructuring procedure within the Sanitation Section on a three month basis. This review will be conducted jointly through the Labour Management Committee. The intent is to ensure a smooth transition, and to cooperatively resolve any further outstanding issues.

3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 25

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Proposed Amendments to the Streets By-Law No. 86-77

RECOMMENDATION:

- (a) That the City Solicitor be authorized to apply to the Chief Judge of the Provincial Court for approval of short form wording regarding the depositing of snow on highways and streets;
- (b) That upon receipt of Provincial Court approval, the City's Chief Noise Control Officer be authorized to administer and issue tickets in the amount of \$105.00 to offenders of the City Streets By-Law No. 86-77, concerning the depositing of snow and ice on highways and streets;
- (c) That the Streets By-Law No. 86-77, Section 7, Sub-Section 5, concerning the manner of removal of snow from private properties be amended to read as follows:

"While clearing snow, no person shall cause, permit or allow the placing or depositing of snow or ice on the travelled portion of any highway or obstruct drainage to any drain or sewer or obstruct access to any fire hydrant".

D. Lobo

D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Streets By-Law No. 86-77 currently empowers the City to respond to persons who have deposited snow and ice on the travelled portion of the road. This response is limited to the charging onto the property owner's tax bill, the costs for cleaning the snow problem. The City could also charge the person with a By-law offence in Provincial Offences Court. This would require the issuance of a long form information and would involve Court attendances.

However, the issue of private snow being pushed onto the road when parking lots and commercial driveways are cleared is primarily related to the practices of the equipment operators. Private snow removal contractors are paid by commercial property owners to properly clean parking lots and drives. These operators often take short cuts in their efforts and push the snow directly onto the adjacent road.

These improper and illegal snow clearing actions are directly contrary to the interests of the driving public, our snow removal operations and Hamilton's taxpayers.

It is envisioned that issuing tickets under Part #3 of the Provincial Offences Act directly to offenders as the offence occurs will educate the equipment operators and curtail the incidents over a short period of time. The ticket fine of \$105.00 is felt to be a sufficient deterrent and is well below the allowable maximum of \$500.00 permissible under Provincial regulations for a ticket.

From a legal perspective, the City Solicitor will be required to forward "short form wording" to the Chief Judge of the Provincial Court for approval. This short form wording is a standardized description of the offence which will allow our Chief Noise By-Law Officer to issue tickets.

At the staffing level, approval of these recommendations will not result in any new positions, but rather will take advantage of the expertise of our existing Chief Noise By-Law Officer in dealing with By-Law offences.

BACKGROUND:

Numerous snow removal contractors who clear commercial parking lots and driveways throughout the City illegally push snow onto the travelled portion of Hamilton's highways and streets. These actions are hazardous to both motorists and pedestrians and cause considerable difficulty and expense to our winter snow removal operations.

Our existing policies and by-laws allow the City to clean the snow back off the road and to charge the expense to the property owner's tax bill. This penalty mechanism is difficult to administer and targets the property owner rather than the snow removal contractor. Through these recommendations, the City will be in a position to effectively ticket the offender, on-site, as the offence takes place. In this fashion, the onus will be placed on the offending equipment operator to follow safe and legal snow removal practices.

CONSENT AGENDA

**Transport and Environment Committee
Monday, 1994 January 31
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

- i. Minutes of the Meeting held 1994 January 17**

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) MacNab Street North**
- (b) Bowman Street between the north end
(T.H. & B. Tracks) and Whitney Avenue
(north curb line)**
- (c) No. 29 Weir Street South -
Request for a Reserved "Permit Parking"
Space for a Disabled Resident**
- (d) Bevan Court**
- (e) Caroline Street South between
Bold Street and Duke Street**
- (f) No. 137 Emerald Street South -
Request for a Wheelchair Loading Zone**
- (g) East Side of Bay Street North**
- (h) Crockett Street between East 23rd Street
and East 24th Street**

ii. Intersection Control

- (a) Intersection of Central Avenue and Glenholme Avenue**
- (b) Intersection of Graham Avenue South and Monterey Avenue
- Corner Clearances**

C. CITY SOLICITOR

- i. By-law to Prohibit Train Whistling at Greenhill Crossing - CP Rail.
- ii. Closure and Conveyance of Original unopened Road Allowance
Rear of 1688 Main Street West.

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

Street Incorporation.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

- i. Information Reports.
- ii. Urban Transportation Symposium.

Monday, 1994 January 17
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Alderman V. J. Agro (City Business)

Also present: Alderman T. Cooke
Alderman Wm. McCulloch
Alderman D. Agostino
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. B. Chrystian, Public Works Department
Mr. R. Meiers, Public Works Department
Mr. J. Pook, Public Works Department
Mr. R. Gadawski, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. J. Halliday, Senior Director, Environmental Services
Mr. T. Gill, Roads Department
Mr. G. Aston, Roads Department
Mr. M. Watson, Property Department
Mr. T. Bradley, Purchasing Department
Mr. L. Farr, Law Department
Mr. D. Marsalles
Mr. M. Wasserman
Mr. B. Farnand
Ms. A. Johnman
Mr. K. C. Christenson, Secretary

1. DELEGATIONS

(a) **Sale of Portions of a Closed City Alley
73 Murray Street East**

The Committee was in receipt of a report dated 1994 January 7 from the Senior Director, Roads Department respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

- (a) That portion of alley adjacent to 73 Murray Street East, shown as Part 1, on Plan 62R-12253, be sold to Nadia Medill for the sum of \$1.
- (b) That the By-law to carry out the sale of the said lands be enacted by City Council.

- (b) **Proposed Closure:**
Portion of Alleyway adjacent to 95 Ferguson Avenue South

The Committee was in receipt of a report dated 1993 December 31 from the Senior Director, Roads Department respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

- (a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1990 for an order to stop-up, close and sell the northerly 1.0m x 20.0m of the public unassumed north/south alleyway adjacent to No. 95 Ferguson Avenue South:
- i. That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
 - ii. That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
 - iii. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.
 - iv. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
 - v. That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;
- (b) **Provided the Judge's Order to close the highway is granted:**
- i. That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed portion of the alleyway to the abutting owner;
 - ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the by-law.

(c) **Road Closure:
Portion of west side of Upper Kenilworth Avenue**

The Committee was in receipt of a report dated 1994 January 13 from the Senior Director, Roads Department respecting the subject matter.

Mr. Marvin Wasserman appeared before the Committee to express his opposition to the proposed road closure. He distributed copies of the following to Committee Members:

- City of Hamilton Treasury Department Tax Invoice in the amount of \$7,373.97 for the installation of independent concrete sidewalk and associated sodding along Upper Kenilworth.

- an indenture dated 1977 May 31 between the City of Hamilton and Ms. Rose Greenberg.

- a letter dated 1993 August 17 to himself from A. J. Clarke and Associates Limited.

He detailed the chronological background respecting the subject property and stated that he would like the City to compensate him for the profit he lost in not being able to develop the property abutting Kenilworth Avenue which is now under consideration to be sold to the abutting property owners for \$1.

Ms. Johnman of 166 Solomon Crescent appeared before the Committee stating that she represented the other property owners who wish to purchase a portion of the property along Upper Kenilworth Avenue and were in favour of the recommendation as presented.

Following a brief discussion, the Committee agreed to move in camera. Following a brief in camera session, the Committee moved out of camera and approved the following recommendation:

- (a) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare a By-law for the stopping up, closing and sale of a portion of the Upper Kenilworth Avenue road allowance shown as Parts 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30 on Registered Plan 62R-11488 and, to stop-up, close and retain Part 31 as shown on Registered Plan 62R-11488.
- (b) That the Commissioner of Transportation/Environmental Services be authorized and directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of City Council's intention to pass the By-law.
- (c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- (d) That the applicant, provide an easement to Hamilton Hydro-Electric System for their plant in the subject area.
- (e) That the applicant, provide an easement to the Region for sewer and water plant in the subject area.

(d) **Intersection of Bell Manor Street and Berkindale Drive**

The Committee was in receipt of a report dated 1993 November 4 from the Director of Traffic Services respecting the subject matter.

At the request of Alderman F. Eisenberger, the Committee agreed that the item be tabled to a future meeting.

(e) **Overnight Parking - Locke Street South between Aberdeen and Homewood Avenues**

The Committee was in receipt of a report dated 1994 January 6 from the Director of Traffic Services and the Director of Public Works respecting the subject matter.

Alderman Cooke spoke to the issue and stated that Mr. Elliot was not able to appear as a delegation at this meeting. Alderman Cooke stated that he supports Mr. Elliot's request and suggested that overnight parking be allowed on Locke Street South between Aberdeen Avenue and King Street West on a 6 month trial basis.

Alderman Kiss indicated that she also supported the request and following a brief discussion, the Committee approved the following recommendation:

- (a) That overnight parking be allowed on Locke Street South between Aberdeen Avenue and Homewood Avenue between the hours of 2:00 a.m. and 7:00 a.m. on a six month trial basis.
- (b) That the City Traffic By-law 89-72 be amended accordingly.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the meeting held 1993 December 6 were adopted as circulated.

B. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **Parking Regulations**

(a) **East Side of Leeming Street, South of Barton Street East**

The Committee was in receipt of a report dated 1993 November 16 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the east side of Leeming Street which commences at a point 30 feet south of Barton Street East and extends to a point 30 feet southerly therefrom be replaced with one metered parking space; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **No. 13 Barnesdale Avenue North -
Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1993 November 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Barnesdale Avenue North commencing at a point 151 feet north of King Street East and extending to a point 24 feet northerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Emanuele Fazio, No. 13 Barnesdale Avenue North; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(c) **No. 220 Balmoral Avenue North -
Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1993 December 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Balmoral Avenue North commencing at a point 300 feet south of Campbell Avenue and extending to a point 22 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(d) **No. 75 Carling Street - Revision to an Existing Driveway Clearance**

The Committee was in receipt of a report dated 1993 December 28 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" driveway clearance on the north side of Carling Street which commences 153 feet east of Paradise Road South and extends to a point 113 feet easterly therefrom, be revised such that the regulation will be in effect from 8:00 a.m. to 5:30 p.m., Monday to Friday; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) **Glenwood Crescent**

The Committee was in receipt of a report dated 1993 December 28 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Glenwood Crescent between Brantdale Avenue and the south end; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) **No. 395 East 14th Street - Removal of a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1993 December 28 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m., regulation on the east side of East 14th Street commencing 30 feet north of Howe Avenue and extending to a point 28 feet northerly therefrom, be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (g) **No. 41 Garside Avenue North -
Request to Remove an Existing Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1993 December 29 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation on the west side of Garside Avenue North commencing at a point 180 feet south of Dunsmure Road and extending to a point 18 feet southerly therefrom be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (h) **East Side of Wood Street between Bay Street North and Burlington Street West**

The Committee was in receipt of a report dated 1994 January 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the east side of Wood Street between Bay Street North and Burlington Street West be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (i) **Apartment Building at No. 130 Hunter Street West -
Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1994 January 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first four eligible applicants residing in the apartment building at No. 130 Hunter Street West.

ii. **Intersection Control**

- (a) **Intersection of Guise Street East and John Street North**

The Committee was in receipt of a report dated 1993 December 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Guise Street East and John Street North; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection of Hillyard Street and Land Street**

The Committee was in receipt of a report dated 1993 December 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That eastbound traffic on Land Street be required to stop for northbound and southbound traffic on Hillyard Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersections of Graystone Drive and Greyfriar Drive**

The Committee was in receipt of a report dated 1993 December 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That eastbound traffic on Greyfriar Drive be required to stop for northbound and southbound traffic on Graystone Drive; and
- (b) That westbound traffic on Graystone Drive be required to stop for northbound and southbound traffic on Greyfriar Drive; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(d) **Intersection of Gurnett Drive and Megna Court**

The Committee was in receipt of a report dated 1993 December 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping" corner clearance be implemented on the east side of Gurnett Drive commencing at Megna Court and extending to a point 78 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) **West Side of Park Street South, South of Hunter Street West**

The Committee was in receipt of a report dated 1994 January 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That stopping be prohibited on the west side of Park Street South from Hunter Street West to a point 70 feet southerly therefrom; and
- (b) That the City Traffic By-law 79-82 be amended accordingly.

(f) **Intersection of Main Street West and Sheridan Lane**

The Committee was in receipt of a report dated 1994 January 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the south side of Sheridan Lane, commencing at Main Street West and extending to a point 59 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

iii. **Boulevard Parking****Application to Lease a Portion of the Boulevard of Bold Street
Adjacent to No. 125 Park Street South, Multiple Residential**

The Committee was in receipt of a report dated 1993 December 2 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the application of Mr. Paul Clarini to lease a portion of the boulevard of Bold Street adjacent to No. 125 Park Street South be approved, provided that:

- (a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$59.57 per space per year) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by the City Council on 1984 February 14.
- (b) the owner pays a one time \$50. registration fee, as approved by the City Council on 1986 January 14.
- (c) the owner pays a one time \$191.24 (including G.S.T.) processing fee, as approved by the City Council on 1988 January 12.
- (d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- (e) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- (f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. Banner Application
Junior Achievement of Hamilton-Wentworth**

The Committee was in receipt of a report dated 1994 January 6 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of C. Houslander, agent for the Junior Achievement of Hamilton-Wentworth (48 Ferguson Avenue South) to display a promotional banner across Main Street West, in front of City Hall, from 1995 March 16 to 1995 March 23; 1996 March 4 to 1996 March 11; 1997 March 3 to 1997 March 10; and 1998 March 9 to 1998 March 16 with the following message, be approved:

**JUNIOR ACHIEVEMENT OF HAMILTON-WENTWORTH
"YOUR INVESTMENT IN FREE ENTERPRISE"**

ii. **1994 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1994 January 5 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" HARBOTTLE ESTATES - PHASE 2 ", Hamilton

City's Share \$ Nil

Owner's Share - \$ 16,834.00

" ROSE GARDENS - PHASE ONE ", Hamilton

City's Share \$ Nil

Owner's Share - \$ 151,637.00

" WISEMOUNT ESTATES - PHASE 5 ", Hamilton

City's Share \$ Nil

Owner's Share - \$ 17,683.78

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of " Harbottle Estates - Phase 2", Hamilton, " Rose Gardens - Phase One ", Hamilton and "Wisemount Estates - Phase 5 ", Hamilton and any other related documents for these Subdivisions subject to the approval of the City Solicitor.
- (c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- (d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

iii. Street Incorporation

The Committee was in receipt of a report dated 1994 January 7 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into Appleblossom Drive in order to complete the final street width and provide access and hook-up to newly registered subdivision developments:
Appleblossom Drive Parts 6, 7, 8 & 9 Plan 62R-12526
- (b) That the By-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-law.

iv. **Rescind Alley Closure:**
East/West Alleyway Adjacent to 276 Sanford Avenue North

The Committee was in receipt of a report dated 1994 January 5 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That Section 52 of the Seventh Report of the Transport and Environment Committee for 1992 which was adopted by City Council on 1992 June 30, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1990, on behalf of D. Hill and A. Dabner, for an order closing the East/West Alleyway Adjacent to 276 Sanford Avenue North, be rescinded.

v. **Rescind Alley Closure:**
Rear of 306 East 28th Street

The Committee was in receipt of a report dated 1994 January 5 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That Section 16 of the Fourth Report of the Transport and Environment Committee for 1988 which was adopted by City Council on 1988 February 23, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act, R.S.O. 1980, on behalf of P. Renaud, for an order closing a portion of the north/south alley between East 27th Street and East 28th Street at the rear of 306 East 28th Street for approximately 39.5m, be rescinded.

vi. **Temporary Street Closure:**
Hughson Street between Hunter Street and Jackson Street

The Committee was in receipt of a report dated 1993 December 29 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of D. Marsales, agent for Hamilton Hydro-Electric System to temporarily close Hughson Street South between Hunter Street and Jackson Street from Monday, 1994 January 3 to Tuesday, 1994 January 11, in order to construct a manhole to accommodate a service to the future GO Transit Centre, subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services, and at the expense of the applicant;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the closure the applicant prior to the construction in a form acceptable to the Commissioner of Transportation/Environmental Services.

vii. **Encroachment Agreements**

The Committee was in receipt of a report dated 1994 January 6 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined in Appendix "A", appended hereto, be approved during the pleasure of City Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- (c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

D. **DIRECTOR OF PROPERTY**

- i. **Alley Closure and Sale**
Rear Land Abutting Municipal Address
2058 Barton Street East - Sophie Tchorewski
Part 3, Plan 62R-11618

The Committee was in receipt of a report dated 1994 January 6 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase (Highway Closure), duly executed by the abutting homeowner, Sophie Tchorewski, on 1993 December 14, and scheduled to close within thirty (30) days of the completion of the conditions as set out in the Agreement, but in any event no later than 1995 October 5, for the purchase of the lands described as part of the alley lying south of Lots 221, 222 and 223 in the block bounded by Brunswick, Barton and Osborne Streets and Melvin Avenue, Registered Plan 593 (Centennial Park Survey), more particularly described as having a width of 1.524 metres (5.0 feet) more or less, by a length of 10.668 metres (35.0 feet) more or less, and comprising a total area of 16.257 square metres (175.0 square feet) more or less, designated as Part 3, and lying directly south of municipal address 2058 Barton Street East, be approved and completed, and the funds derived from this sale of \$1. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).
- (b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

- ii. Agreement dated 1982 November 15 Between the City as Landlord and Frank and Isabel Millette as Tenants
Garage on Portion of an Unassessed City Alley
Adjacent to 777 Cannon Street

The Committee was in receipt of a report dated 1994 January 7 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Agreement, duly executed by the applicants, Frank and Isabel Millette, on 1982 November 15, for permission to lease, use and maintain their garage on a City alley adjacent to 777 Cannon Street, between Cannon Street and Somerset Avenue, during the pleasure of City Council at an annual rental of \$12., be terminated due a breach of the Agreement which calls for the applicants, Frank and Isabel Millette, at all times to keep and maintain the said garage in a proper and secure state of repair and in a condition of safety.
- (b) That the Mayor and City Clerk be authorized and directed to execute a thirty (30) day Notice to the Applicant to vacate the lands, in a form satisfactory to the City Solicitor, to inform the applicants that the Agreement is hereby terminated and the applicants are required to remove their garage and clean up all tires and debris at this site.

E. CITY SOLICITOR

By-law Respecting Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

The Committee was in receipt of a report dated 1994 January 12 from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate by-law respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

F. MANAGER OF PURCHASING

i. **Supply and Delivery of Traffic Paint in 1994**

The Committee was in receipt of a report dated 1993 December 31 from the Manager of Purchasing respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Niagara Paint & Chemical Co. Ltd., Hamilton, for the supply and delivery of Traffic Paint as and when required by the Traffic Department during 1994, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Pavement Marking Materials Account No. 56153 75999, as follows:

Non-Coning Paint, White and Yellow in 205 l. containers	\$	1.62
Coning Paint, White and Yellow in 20 l. containers		1.73
Non-Coning Thinner in 205 l. containers		.75
Black Binder Paint		2.25
Prices per litre, GST extra at 7%, PST extra at 8%		

ii. **Supply and Delivery of Sign Blanks During 1994, Traffic Department**

The Committee was in receipt of a report dated 1993 December 31 from the Manager of Purchasing respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems Limited, Scarborough, for the supply and delivery of Sign Blanks as and when required during 1994 by the Traffic Department, being the lowest of four tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Traffic Signs Materials Account No. 56154 75999.

iii. **Supply and Delivery of Reflective Sheeting During 1994, Traffic Department**

The Committee was in receipt of a report dated 1993 December 31 from the Manager of Purchasing respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1994 by the Traffic Department, at the unit prices attached, being the only tender received, in accordance with specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. CH56154 75999.

G. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

The Committee was in receipt of a report dated 1994 January 11 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed to the Committee
1993 November 25	Doug Lobo, Director of Public Works	1994 Street Tree Trimming Programme	1993 December 2nd
1993 December 6th	D. W. Goodridge Director of Education Board of Education for the City of Hamilton	Appointments of representatives to the Transport and Environment Committee for 1994	1993 December 13th
1993 December 1	The Municipality of Metropolitan Toronto MetroWorks	Metropolitan Toronto's Willing Host Landfill Site Search	1993 Dec. 13th
1993 December 10	CUPE, Local 5, Civic Unit	Two-Man Sanitation Crews Update	1993 Dec. 14th
1993 December 10	Doug Lobo, Director of Public Works	Use of City Trucks to and from work by Public Works Foremen	1993 Dec. 14th

1993 December 15	E. M. Gill, Senior Director Roads Department	PaRCIL PROJECT Status Report as of 1993 September 30	1993 Dec. 22nd
1993 December 20	Doug Lobo, Director of Public Works	Cost-Shared Maintenance of Streetscape Annuals and Perennials	1993 Dec. 22nd
1993 December 7	Murray Main, Director of Traffic Services	Effect of 1993 "Lay-off Days" on Parking Enforcement Revenues	1994 Jan. 11th
1993 December 28	Murray Main, Director of Traffic Services	Crockett Street and Upper Gage Avenue - School Crossing Guard	1994 January 11th
1994 January 6	Doug Lobo, Director of Public Works	Status of Pavement Management System	1994 Jan. 11th

3. DIRECTOR OF PUBLIC WORKS

(a) **Removal of Trees - 355 Bay Street South**

The Committee was in receipt of an Information Report dated 1994 January 10 from the Director of Public Works respecting the subject matter.

Mr. Pavelka reviewed the background of information contained in the report as well as the chronology of events leading up to the removal of the two sugar maples at 355 Bay Street South.

Alderman Wilson stated that the Developer had caused the trees to deteriorate and should be held accountable for his actions in this regard. He indicated that Staff should have come back to the Committee with a report on the issue rather than removing the trees without Committee direction.

Considerable discussion ensued on the protection of City trees and the prevention of future circumstances such as this occurring again.

Subsequently, the Committee agreed to move in camera to discuss the item and following the in camera session, the Committee moved out of camera and approved the following recommendation:

That the City Solicitor be directed to initiate legal action against those responsible for the demise of the two City trees at 355 Bay Street South, to recover the cost to the City for removal of the trees as well as compensation for the value of the trees.

RECORDED VOTE:

YEAS: Alderman Merling, Alderman Kiss, Alderman Wilson, Alderman Eisenberger, Alderman Jackson

NAYS: Alderman Morelli, Alderman D'Amico

(b) **Recycling of Christmas Trees**

The Committee was in receipt of a report dated 1994 January 10 from the Director of Public Works respecting the subject matter.

Mr. Lobo reviewed the recommendation in the background of the report. The Committee expressed concern with the problems which would be created by altering the present Christmas tree pick-up process in an attempt to save \$17,000.

Following a brief discussion, the Committee approved that no action be taken on this issue.

(c) **1994 Proposed Road and Sidewalk
Capital Improvement Programme**

The Committee was in receipt of a report dated 1994 January 10 from the Director of Public Works respecting the subject matter.

Alderman Jackson expressed concern that Huntington Avenue was not on the list for 1994. Mr. Meiers responded that Huntington Avenue was not considered a priority for 1994; however, if the Region proceeds with its watermain work in 1994 that consideration could be give to the Road and Sidewalk Improvement at that time.

Following a brief discussion, the Committee approved that Huntington Avenue be added to the Supplementary List for 1994 Proposed Road and Sidewalk Capital Improvement Programme.

Subsequently, the Committee approved the following recommendation:

- (a) That the proposed 1994 Road and Sidewalk Capital Improvement Programme in the amount of \$7,015,000., be approved; and
- (b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received.

4. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

**Decontamination of PCBs by PPM Canada Inc. for
Hamilton Hydro-Electric System Hamilton, Ontario**

The Committee was in receipt of a report dated 1994 January 6 from the Senior Director of Environmental Services Department respecting the subject matter.

Alderman Kiss questioned whether or not homes abutted the transfer station. Mr. Marsalles indicated that there were no residences within 500 meters of the site.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the West Central Branch of the Ministry of the Environment and Energy be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Hamilton Hydro-Electric System at 450 Nebo Road, Hamilton, Ontario.
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment and Energy be waived so that the proposed work can be carried out as scheduled.
- (c) That no specific City of Hamilton permits are required for the proposed work.

***Alderman Kiss opposed to Sub-section (b)**

5. DIRECTOR OF TRAFFIC SERVICES/DIRECTOR OF PROPERTY**Traffic Operations Centre - 1375 Upper Ottawa Street**

The Committee was in receipt of a report dated 1994 January 6 from the Director of Traffic Services and Director of Property respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the traffic signal refurbishing and machine shop areas of the Traffic Operations Centre at 1375 Upper Ottawa Street be supplied with air conditioning at an estimated cost of \$24,000.
- (b) That the outside fenced-in storage compound of the Traffic Operations Centre at 1375 Upper Ottawa Street be enlarged at an estimated cost of \$12,000.
- (c) That an air exhaust system be added to the three signal technician rooms at the Traffic Operations Centre at 1375 Upper Ottawa Street at an estimated cost of \$14,000.
- (d) That the total funding of \$50,000. be charged to Capital Account No. 758841001.

6. CITY SOLICITOR**Expropriation of 20 metre wide portion of lands for a local highway: future Gagliano Drive**

The Committee was in receipt of a report dated 1993 December 8 from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Director of Property be authorized to acquire a parcel of land 20 metres wide x 131 metres, described as Part of Lot 2, Concession 8, geographic township of Barton, City of Hamilton, more particularly described as Part 1 on Reference Plan 62R-12833, for a local highway to extend Gagliano Drive, which is required in connection with the proposed plan of subdivision known as Bar-Brock Estates, Phase 3, and that the City Clerk be authorized and directed to:
 - i. Give Notice of the City's Application as expropriating authority to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;
 - ii. Advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and
 - iii. Sign and receive the said Application for Approval to Expropriate.
- (b) All related costs of the acquisition and expropriation be charged to Account No. CH5X303 00102.

7. DIRECTOR OF TRAFFIC SERVICES(a) **School Crossing Guard - Upper Gage at Edwina/Thorley**

The Committee was in receipt of a report dated 1993 November 25 from the Director of Traffic Services respecting the subject matter.

Alderman Jackson spoke in opposition of the recommendation and stated that he had received many calls from parents on problems that their children had experienced with the pedestrian priority signal crossing system.

Following a brief discussion, the Committee agreed that no action be taken on this issue.

(b) **Intersection of Caroline Street South and Duke Street - Intersection Control**

The Committee was in receipt of a report dated 1993 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing stop control at the intersection of Caroline Street and Duke Street be switched such that southbound traffic on Caroline Street is required to stop for westbound traffic on Duke Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

8. **REGIONAL CLERK**

Transportation Services Committee

Temporary Recovery Point for YORK Route in Strathcona Neighbourhood

The Committee was in receipt of correspondence dated 1993 December 23 from the Regional Clerks Department respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That pursuant to Regional Council's approval to relocate the end-of-line recovery point for the York Street Bus Route to a location on the east side of Strathcona Avenue immediately north of Lamoreaux Street, City Council approve the following;

- (a) That the Director of Public Works be authorized to allow the Hamilton Street Railway to occupy the affected portion of Victoria Park for a period of ninety (90) days commencing 1993 December 22; and
- (b) That the Director of Public Works be authorized to install two (2) temporary approach ramps and related improvements at the recovery point to the satisfaction of the Director of Traffic Services.
- (c) That the Director of Traffic Services be authorized to provide increased parking enforcement at the temporary recovery point.
- (d) That all costs relating to the actions of the Director of Public Works and the Director of Traffic Services be charged to the Region of Hamilton-Wentworth.

9. **OTHER BUSINESS**

(a) **Two Man Sanitation Crews**

The Chairman expressed concern that a report had not been completed on the issue of the Two Man Sanitation Crews in the Public Works Department. He indicated that the Union had informed him that they were experiencing problems in dealing with the Human Resources Centre to resolve the wage issue in regards to this matter.

Following a brief discussion, the Committee approved the following recommendation:

That the Chief Administrative Officer be directed to direct the Human Resources Centre and Public Works senior staff to deal with C.U.P.E. Local 5 in a proper manner and reinforce the position of the Committee at its last meeting to have a report back to the next meeting of the Transport and Environment Committee on the issue of Two Man Sanitation Crews and a recommended wage level.

(b) **Conflict of Interest**

Alderman Jackson informed the Committee that he was not in the room at the last meeting when the item respecting "Dedication of Land to the City for future roadway purposes, P. Barnett Construction Limited" was discussed; however, he wished to declare a conflict of interest. He stated that he took no part in the debate and refrained from voting on this matter as the developer is the landlord of the property where Alderman Jackson resides.

10. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1994 January 17

KCC:mjw

ZBXiXa

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

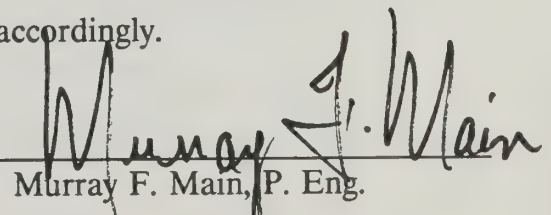
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

MacNab Street North - Parking Regulations. [TEC-297-93]

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the west side of MacNab Street North between Murray Street West and Stuart Street be removed and a "Permit Parking" regulation be implemented on the west side of MacNab Street North commencing at Murray Street West and extending to a point 166 feet northerly therefrom; and
- b) That a "No Parking" regulation be implemented on the east side of MacNab Street North between Murray Street and Stuart Street; and
- c) That the Director of Traffic Services be authorized to issue upon request, two parking permits to No. 283 and one parking permit to No. 277 MacNab Street North, and the remaining parking permit available on a first come first served basis to a maximum of four parking permits; and
- d) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$48.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

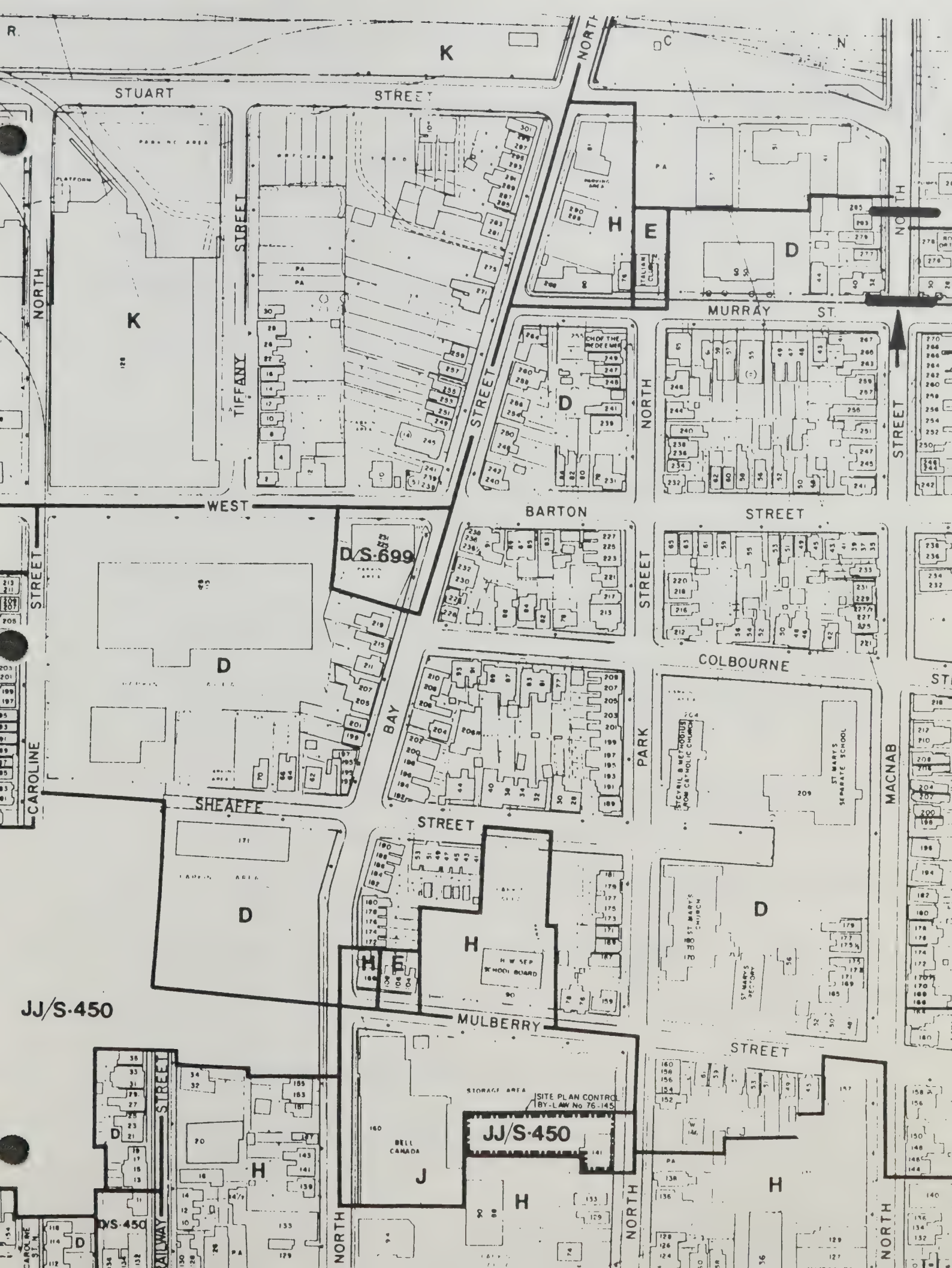
BACKGROUND:

The Traffic Department has received a petition signed by representatives of two of the six one, two and three family dwellings as well as two businesses abutting MacNab Street North between Murray Street West and Stuart Street requesting that the existing "No Parking" regulation on the west side of MacNab be switched to the east side and a "Permit Parking" regulation be implemented on the west side of the street in this area. All of the residents who signed the petition are in favour of the requested regulation. Staff has contacted three additional residents and they have advised that they also support the request but do not require any permits.

MacNab has a 30 foot pavement width, and presently, there is a parking prohibition on the west side and unrestricted parking on the east side except for a portion of "No Parking" in front of the Holy Resurrection Romanian Orthodox Church, 278 MacNab Street North. The resident who circulated the petition has expressed concern regarding long-term parking by area residents who do not reside in this block. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings would be entitled to purchase permits at a charge of \$12.00 per year to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are approximately two unrestricted on-street parking spaces on the east side but there is a potential to establish approximately four legal on-street permit parking spaces and four legal unrestricted on-street parking spaces on the west side of the street in this block. It was indicated on the petition that one permit is required by the abutting residents and the resident who circulated the petition but did not sign it, has stated that she requires two permits. The two abutting businesses have advised that they have available off-street parking for their customers. The four remaining residential properties have driveways and the residents have indicated that they do not require permits. There would be a surplus of one permit for residents in this block. Also, the proposal would provide approximately four unrestricted on-street parking spaces on the west side in front of Smith-McKay Florists, No. 295 MacNab Street North. Therefore, since the demand for permits does not exceed the number of on-street parking spaces and since 83 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


MT/CVB/kg



STUART STREET

STREET

MURRAY ST.

BARTON STREET

STREET

COLBOURNE STREET

STREET

MULBERRY STREET

STREET

JJ/S-450

D.S. 699

JJ/S-450

SITE PLAN CONTROL BY-LAW No 76-145

BELL CANADA

ST. MARY'S SEPARATE SCHOOL

ST. MARY'S CHURCH

H.W. SEP. SCHOOL BOARD

PARKING AREA

PARKING AREA

PARKING AREA

PARKING AREA

STORAGE AREA

JJ/S-450

RAILWAY STREET

NORTH STREET

NORTH STREET

NORTH STREET

STREET

CAROLINE STREET

NORTH STREET

STREET

STREET

MAGNAB STREET

NORTH STREET

21B1116

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

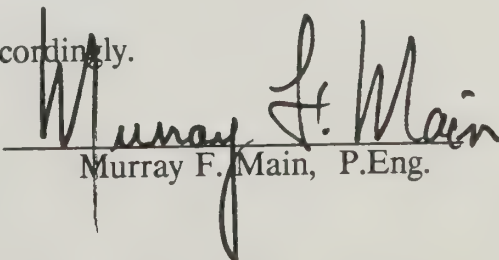
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bowman Street between the north end (T.H. & B Tracks) and Whitney Avenue (north curb line) - Parking Regulations. [TEC-04-94]

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the east side of Bowman Street between the north end (T.H. & B. Tracks) and Ward Avenue, be removed; and
- b) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and an "Alternate Side Parking" regulation be implemented on Bowman Street between the north end (T.H. & B. Tracks) and Whitney Avenue (north curb line) such that parking is prohibited;
 - on the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit would off-set the cost to some degree.

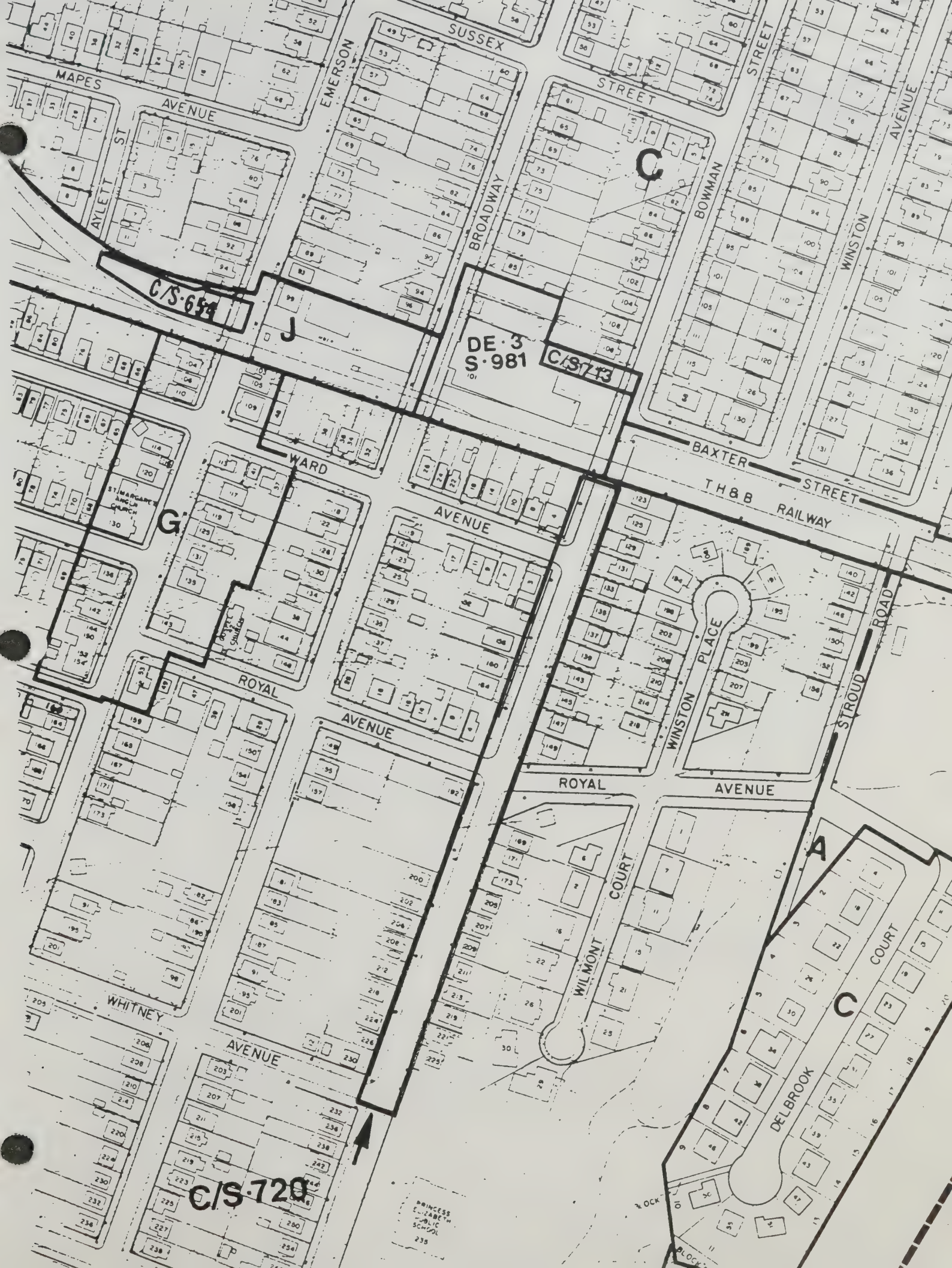
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 30 of the 40 one, two and three family dwellings abutting Bowman Street between the north end (T.H. & B. Tracks) and Whitney Avenue (north curb line), requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation be implemented on both sides of the street in this area. Twenty-nine of the residents who signed the petition are in favour of the requested regulation while one is opposed, the remaining ten were not contacted.

Bowman Street has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a "No Parking" regulation on the east side of the street between the north end and Ward. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by McMaster University students. The implementation of the requested regulations would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 73 percent of the abutting residents are in favour of the requested regulations, the Traffic Department concurs with the request.

There are two intersections on the west side of the street in this area. Therefore, to improve visibility during the winter months, it would be appropriate to prohibit parking on the west side of the street under the proposed "Alternate Side Parking" regulation.

MT CVB
MT/CVB/kg



C/S-654

DE-3
S-981

C/S-720

C/S-720

PRINCESS
ELIZABETH
PUBLIC
SCHOOL
235

DOCK

BLOCK

2(BX)(C)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

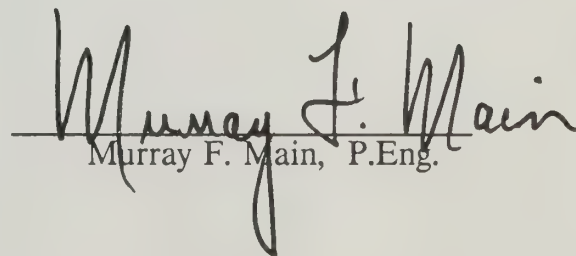
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 29 Weir Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-12-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Maple Avenue commencing 25 feet east of Weir Street South and extending to a point 27 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Appleby, No. 29 Weir Street South; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

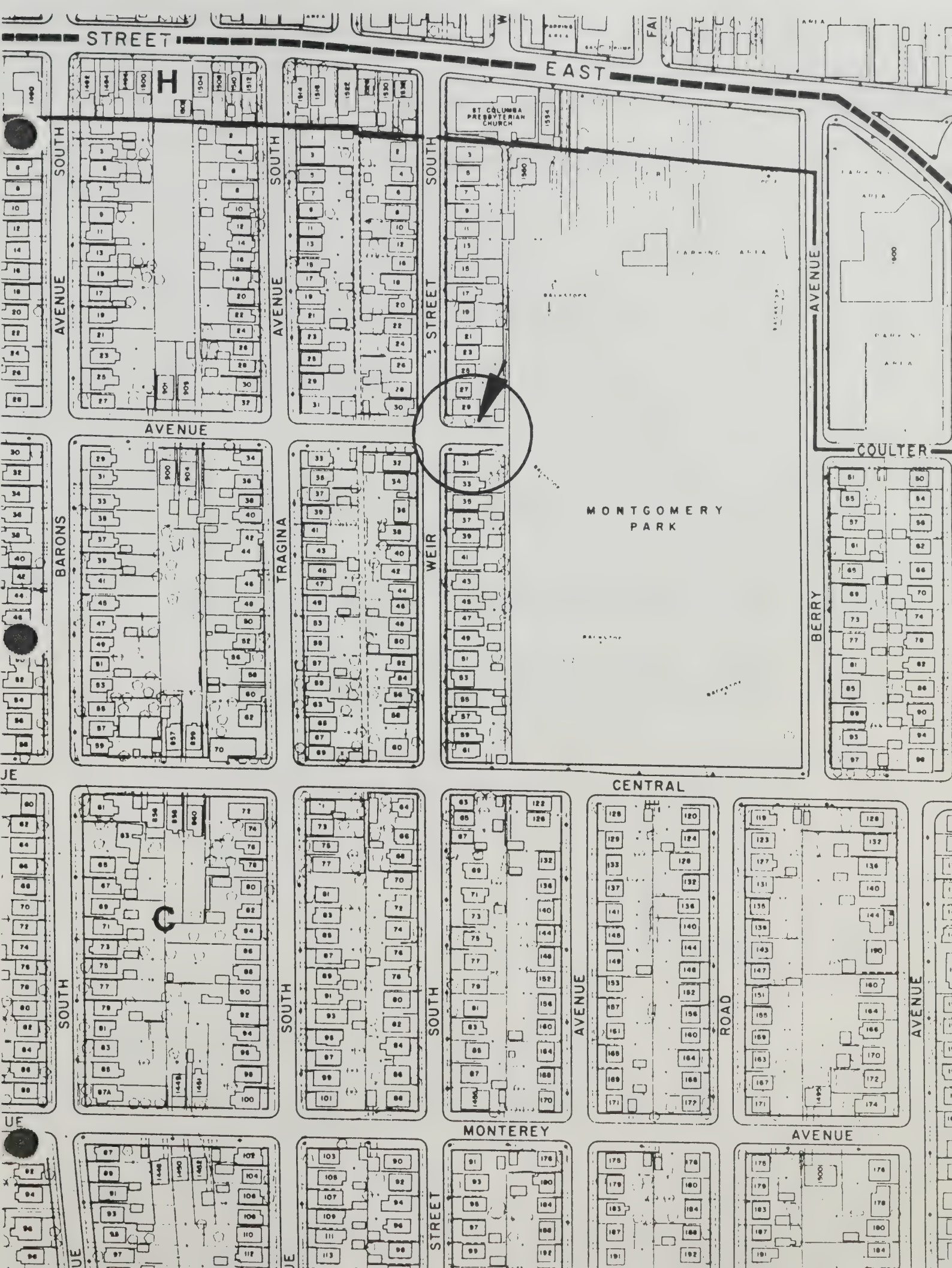
Mr. W. Plessl, Superintendent of Park Development, Public Works Department, has advised the Traffic Department of a request from Mr. Appleby, No. 29 Weir Street South, that a reserved "Permit Parking" space be designated on the north side of Maple adjacent to Mr. Appleby's home since he is disabled.

This section of Maple is a short dead-end with only a 15 foot pavement width and only two flanking residential properties. Presently, parking is unrestricted on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Appleby possesses a valid permit. An investigation has revealed that, although there is a garage at the rear of the property, it does not accommodate his van and there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

This section of street was recently reconstructed to include a lay-by to accommodate one vehicle. A work order has been issued to erect a "No Parking" regulation, under the general provisions of the City Traffic By-law, on both sides of the remainder of the street in this block due to its narrow width. However, virtually all area residents have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.

MT/CVB/kg



2(Blix)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

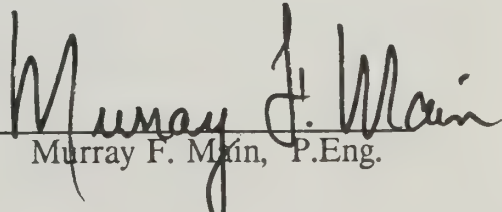
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bevan Court - Parking Regulations. [TEC-21-94]

RECOMMENDATION:

- a) That an "Alternate Side Parking" regulation be implemented on Bevan Court such that parking is prohibited:
- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

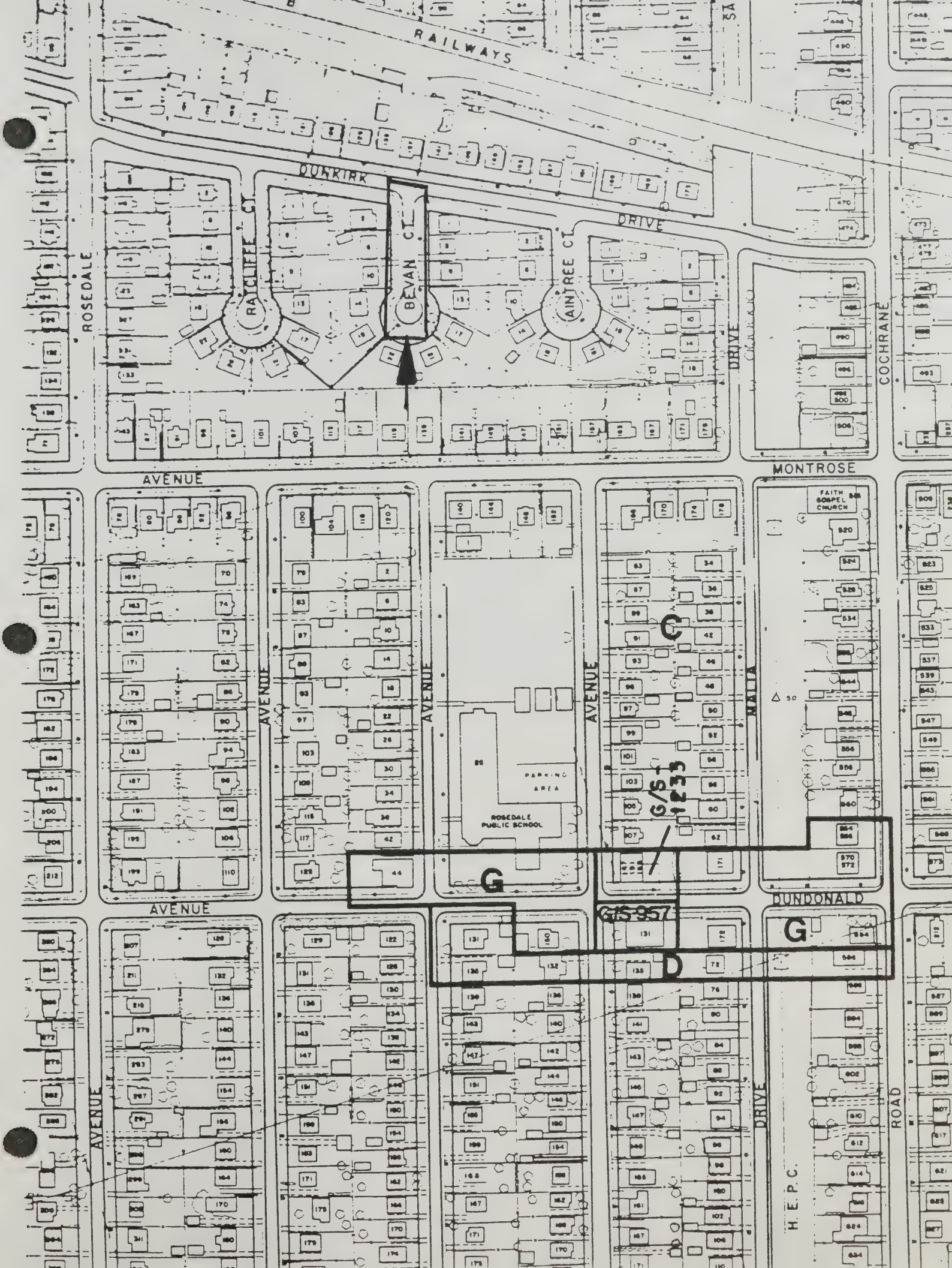
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of nine of the twelve residential dwellings abutting Bevan Court requesting that an "Alternate Side Parking" regulation be implemented on Bevan. All of the residents who signed the petition are in favour of the requested regulation.

Bevan has a 26 foot pavement width, and presently, there is unrestricted parking on both sides of the street. The resident who circulated this petition has expressed concern regarding difficulties experienced by residents attempting to enter and exit their driveways on Bevan. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate driveway movements and traffic flow. Parking would be restricted to the west side of Bevan during the winter months since there are approximately two additional parking spaces on that side of the street. Therefore, since 75 percent of the abutting residents support the requested parking regulation, the Traffic Department concurs with the request.

g. / C. S. L.
MT/CVB/kg



RAILWAYS

ROSEDALE

DUNKIRK

BEVAN CT

AINTREE CT

DRIVE

DRIVE

COCHRANE

AVENUE

MONTROSE

ROSEDALE PUBLIC SCHOOL

PARKING AREA

G/5-1233

G/5-957

DUNDONALD

H.E.P.C.

ROAD

26311e

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 17

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

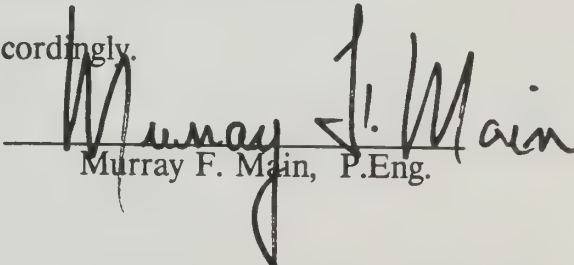
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Caroline Street South between Bold Street and Duke Street - Parking Regulations. [TEC-22-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the west side of Caroline Street South between Bold Street and Duke Street be replaced by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

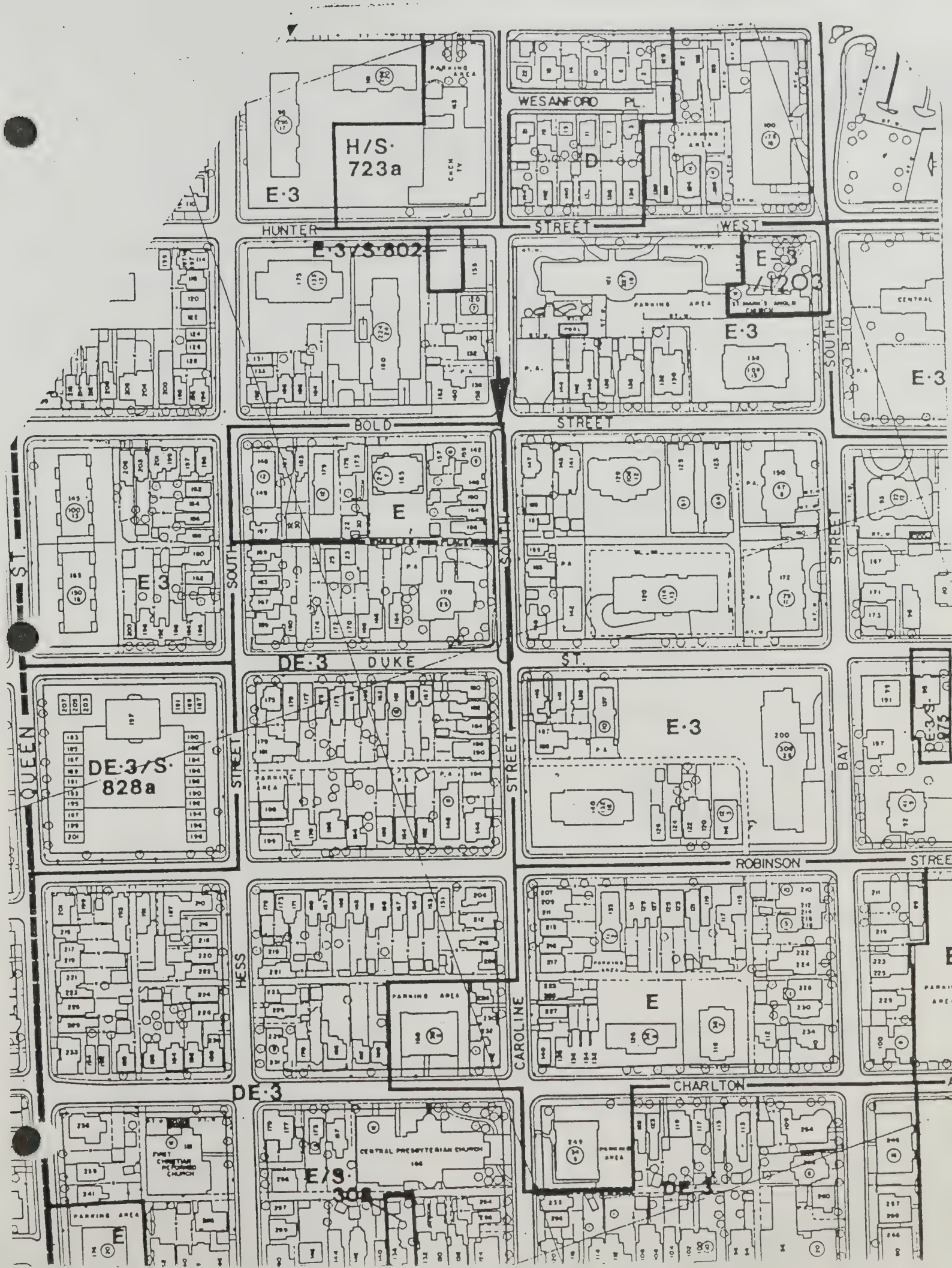
Alderman William McCulloch recently advised the Traffic Department that he has received a request by several residents of two apartment buildings that the existing "Permit Parking" regulation on the west side of Caroline Street South between Bold Street and Duke Street be replaced by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation due to a shortage of off-street parking for residents of these two apartment buildings.

In November of 1993, the City Council approved a recommendation to replace a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation with a "Permit Parking" regulation as a result of a sufficiently signed petition. However, since Alderman McCulloch supports the request to replace the existing "Permit Parking" regulation with a time limit regulation, the Traffic Department has no serious objection.

The implementation of the requested regulation would allow eligible residents of these two apartment buildings to purchase time limit exemption permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit.

Traffic Department records indicate that to date, only seven permits out of 15 available permits have been issued for the "Permit Parking" regulation in this block. Therefore, the proposed change in regulations should not seriously effect other residents, and in fact, presently there are eight on-street spaces which can never be used because all permits have not been purchased.

MT/CVB/kg



26XIX

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

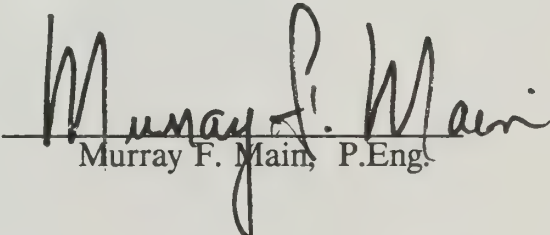
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 137 Emerald Street South - Request for a Wheelchair Loading Zone. [TEC-23-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the east side of Emerald Street South commencing at a point 144 feet north of Stinson Street and extending to a point 29 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

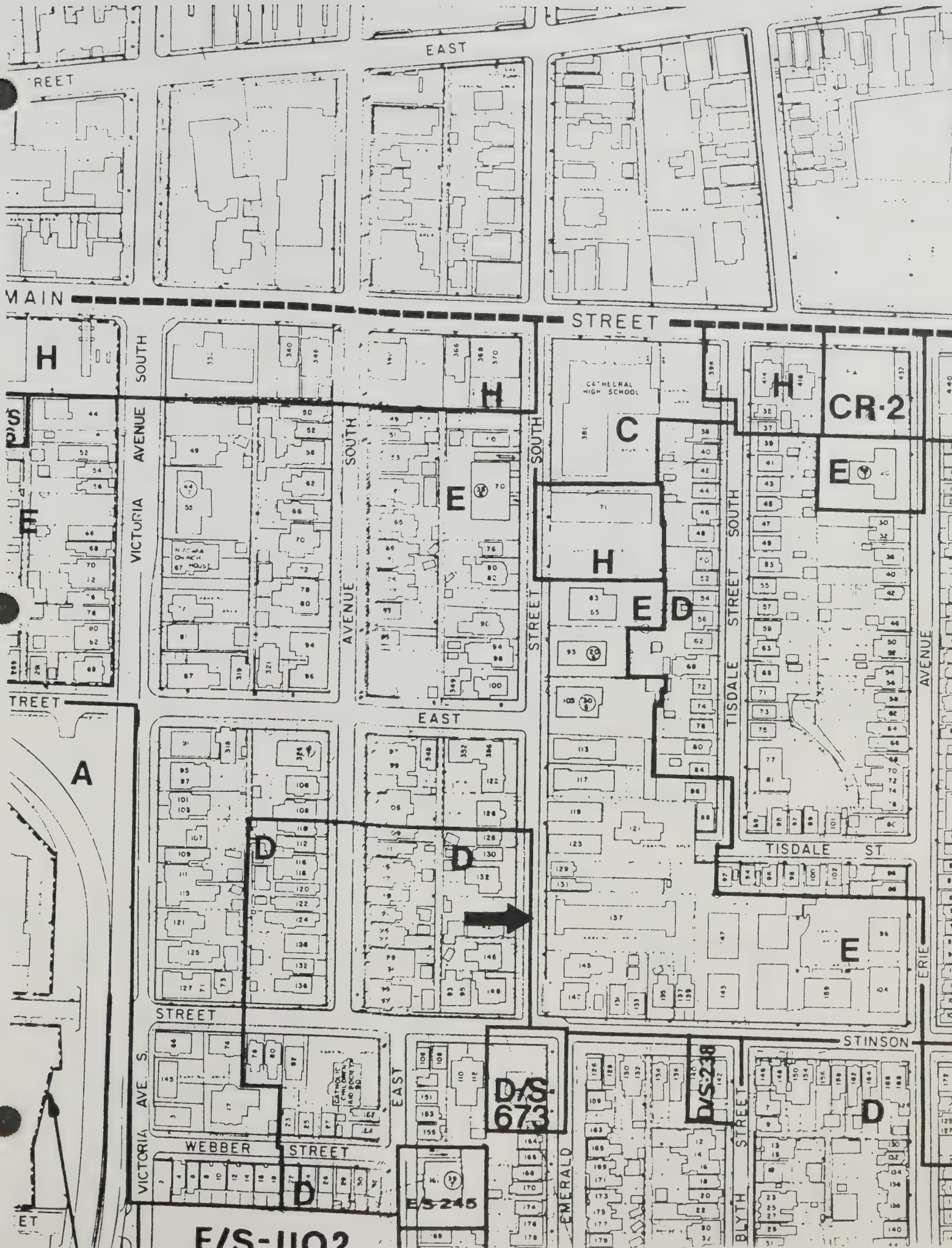
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Edward McDonald whose wife is president of the 36 unit condominium building located at 137 Emerald Street South, requesting that a wheelchair loading zone be implemented on the east side of the street, directly in front of this building, since several residents are seniors and require the use of Darts vehicles.

Emerald has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation will result in the loss of one legal on-street parking space during the day when parking is permitted on the east side of the street under the existing "Alternate Side Parking" regulation. However, since the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 5:00 p.m., the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


CVB/ca



REET

EAST

MAIN

STREET

H

SOUTH

VICTORIA AVENUE

SOUTH

AVENUE

SOUTH

STREET

CATHEDRAL HIGH SCHOOL

C

CR-2

E

H

E

D

SOUTH

TISDALE STREET

AVENUE

TREET

A

EAST

TISDALE ST.

E

STREET

VICTORIA AVE. S.

WEBBER STREET

EAST

D/S 673

E/S-245

STINSON

BLYTH STREET

D

E/S-1102

26XIX9

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

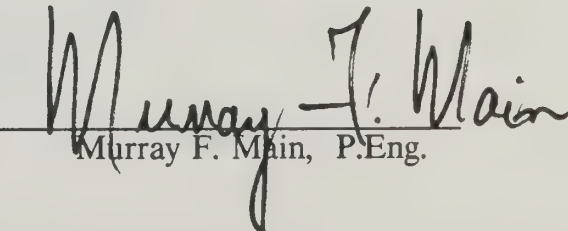
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East Side of Bay Street North - Parking Regulations. [TEC-25-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the south and east sides of Bay Street North between Burlington Street West and the east property line of No. 512 1/2 Bay Street North be shortened such that the regulation commences at a point 70 feet north of Burlington Street West and extends to the east property line of No. 512 1/2 Bay Street North; and
- b) That the maximum number of parking permits issued by the Director of Traffic Services to residents who abut the "Permit Parking" regulation on the south and east sides of Bay Street North be reduced from 11 to 9; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There would be no reduction in the number of permits issued. Therefore, there would be no loss in revenue.

BACKGROUND:

The Traffic Department has received a request from Mr. Chuck Keenan, No. 79 Burlington Street West, that the existing "Permit Parking" regulation on Bay Street North be shortened to provide two unrestricted on-street parking spaces in this area.

In September of 1993, the City Council approved a recommendation to implement a "Permit Parking" regulation on the south and east sides of Bay Street North between Burlington Street West and the east property line of No. 512 1/2 Bay Street North. Mr. Keenan has stated that he requires a parking space on Bay since parking is prohibited at all times on Burlington. Mr. Keenan's property does not abut Bay Street North and therefore, he is not eligible for a permit to park his vehicle on Bay under the existing "Permit Parking" regulation.

Staff contacted the resident at No. 82 Burlington Street West, whose property abuts the "Permit Parking" regulation at the rear, and he has stated that he supports restoring two unrestricted on-street parking spaces and has agreed to return one permit. Staff has been unable to contact the resident at No. 84 Burlington Street West whose property also abuts the "Permit Parking" regulation on Bay. However, since he did not support the implementation of the existing "Permit Parking" regulation, and since he has a double driveway on his property, staff would not anticipate any serious objections. Therefore, staff concur with this request.


MT/CVB/kg

F-1/S-838

F-1

E

F-1

S-1176

F-1

F-1

A

SIMCOE

LEANDER DRIVE

BAY STREET

BURLINGTON STREET

NORTH

D

GUISE ST

NORTH STREET

WEST

STREET

WEST

MACNAB STREET

WEST

MACAULEY STREET

STREET

D

PICTON STREET

STREET

WEST

BAY STREET

NICHOL STREET

FERRIE STREET

STREET

NORTH STREET

WEST

DE/S-65

HAMILTON HARBOUR COMMISSION

CALVIN CHURCH

26BX:kh

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

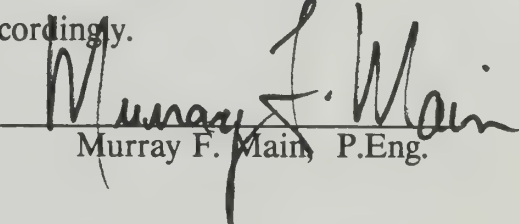
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Crockett Street between East 23rd Street and East 24th Street - Parking Regulations. [TEC-27-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Crockett Street between East 23rd Street and East 24th Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for permits would off-set the cost to some degree.

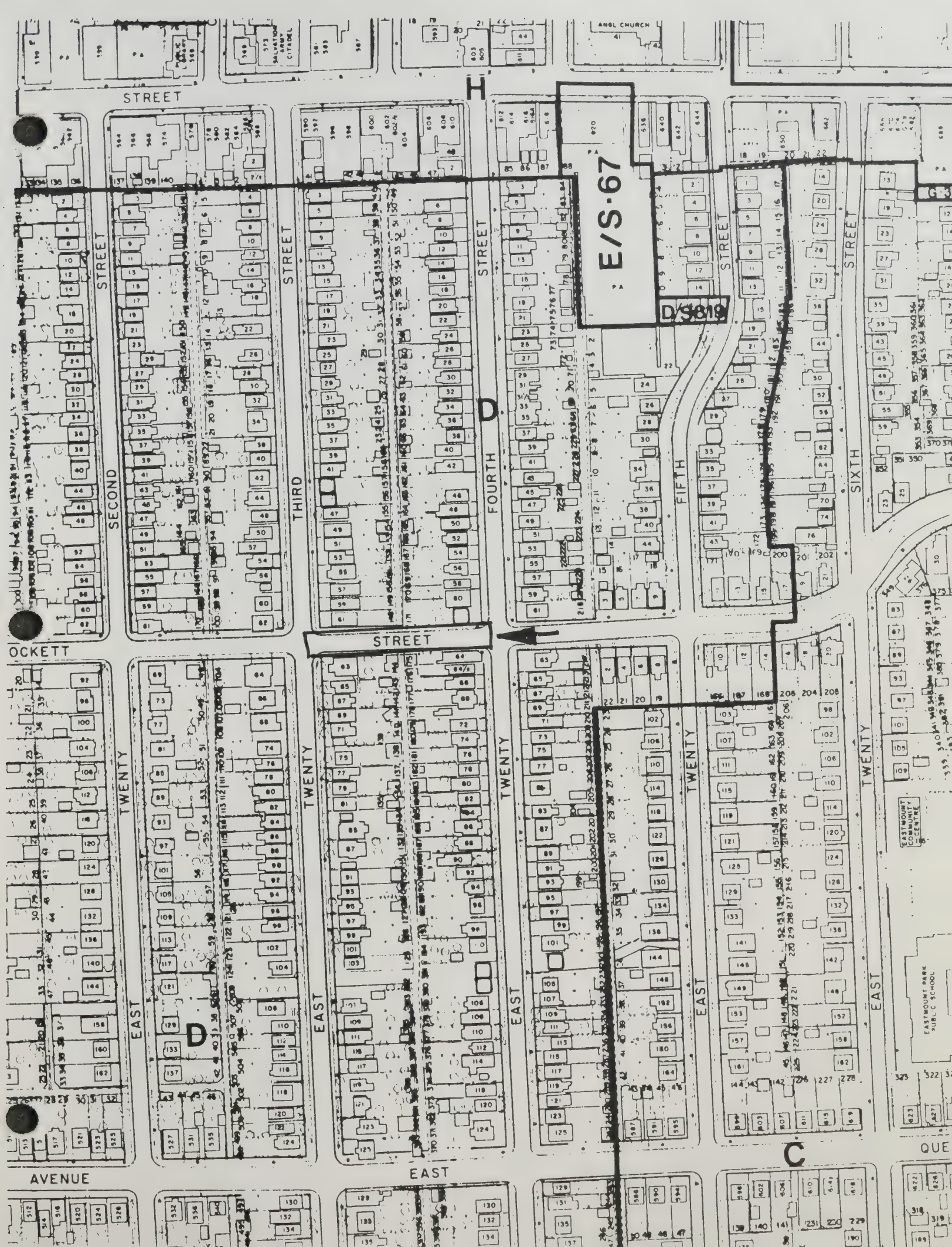
BACKGROUND:

The Traffic Department received a petition signed by representatives of three of the four family dwellings abutting Crockett Street between East 23rd Street and East 24th Street requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. All of the residents who signed the petition are in favour of the requested regulation.

Crockett Street has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street as well as a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street immediately east of this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of the Henderson Hospital.

The implementation of the requested regulation would prohibit long-term non-resident parking during the day and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 75 percent of the abutting residents support the requested time limit regulation, the Traffic Department concurs with the request.


MT/CVB/kg



268X(i)6

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

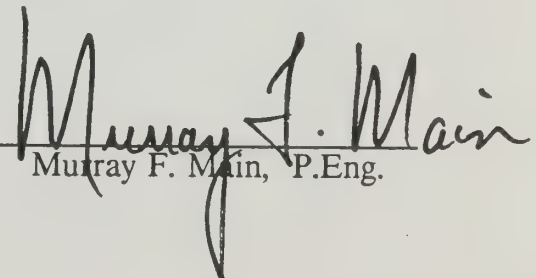
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Central Avenue and Glenholme Avenue - Intersection Control. [TEC-09-94]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Central Avenue and Glenholme Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

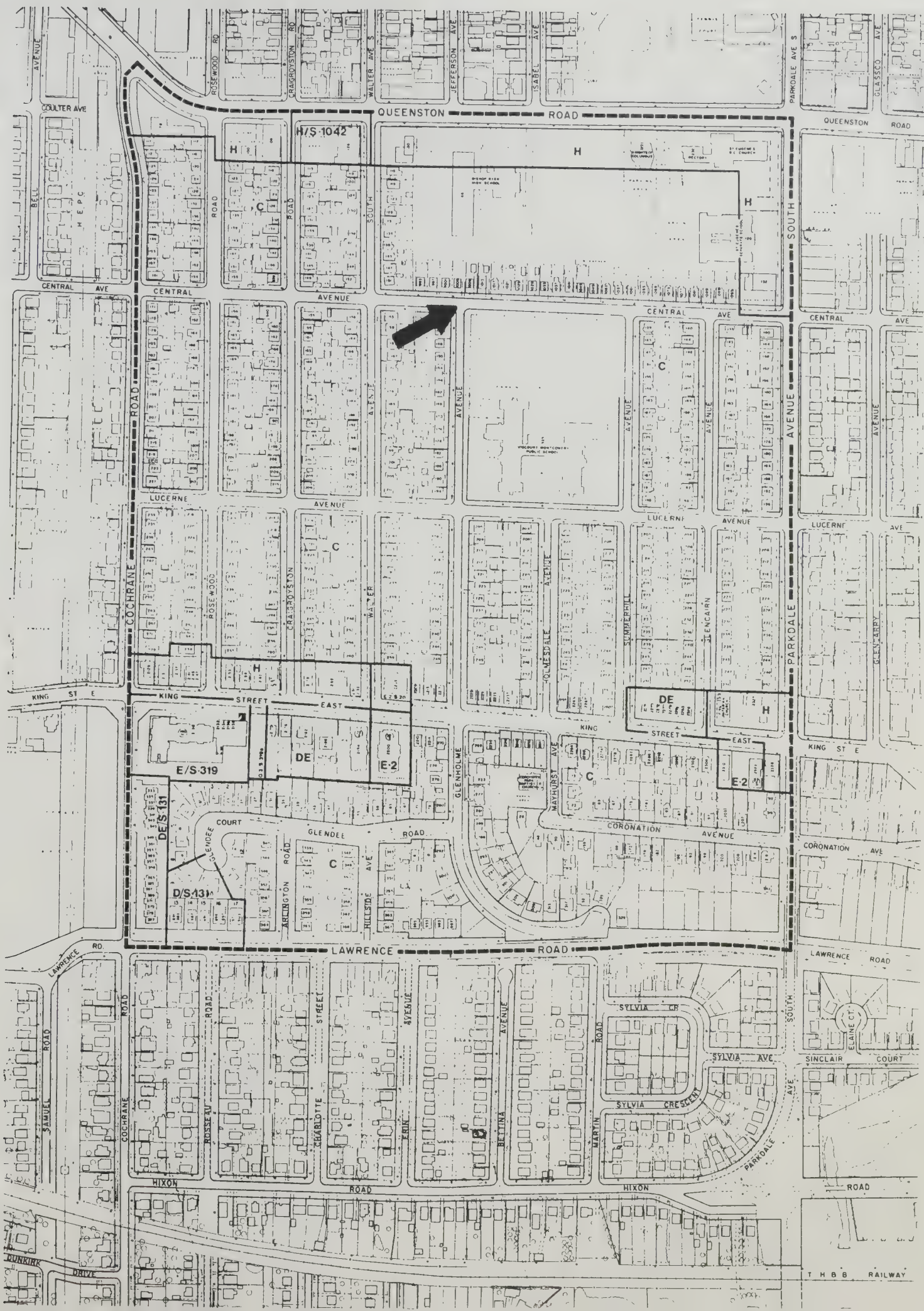
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Karen Costello, 15 Walter Street South, that all-way stop control be implemented at the intersection of Central and Glenholme. The subject location is a "T" type intersection currently controlled by a northbound stop sign.

Ms. Costello's concerns relate to the safety of children in this area as it is a travel route of children attending Viscount Montgomery School. The close proximity of the intersection to the school makes it a suitable candidate for a three-way stop. Therefore, the Traffic Department concurs with the request and recommends that eastbound and westbound traffic on Central be required to stop at Glenholme.

TA/MH/kg



2LBXiixA

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

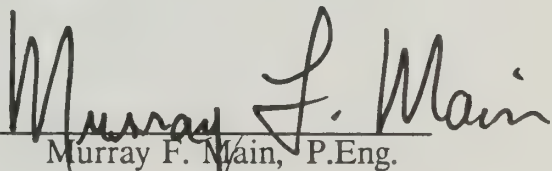
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Graham Avenue South and Monterey Avenue - Corner Clearances. [TEC-14-94]

RECOMMENDATION:

- a) That the existing "No Parking" corner clearance on the south side of Monterey Avenue which commences at Graham Avenue South and extends to a point 103 feet westerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

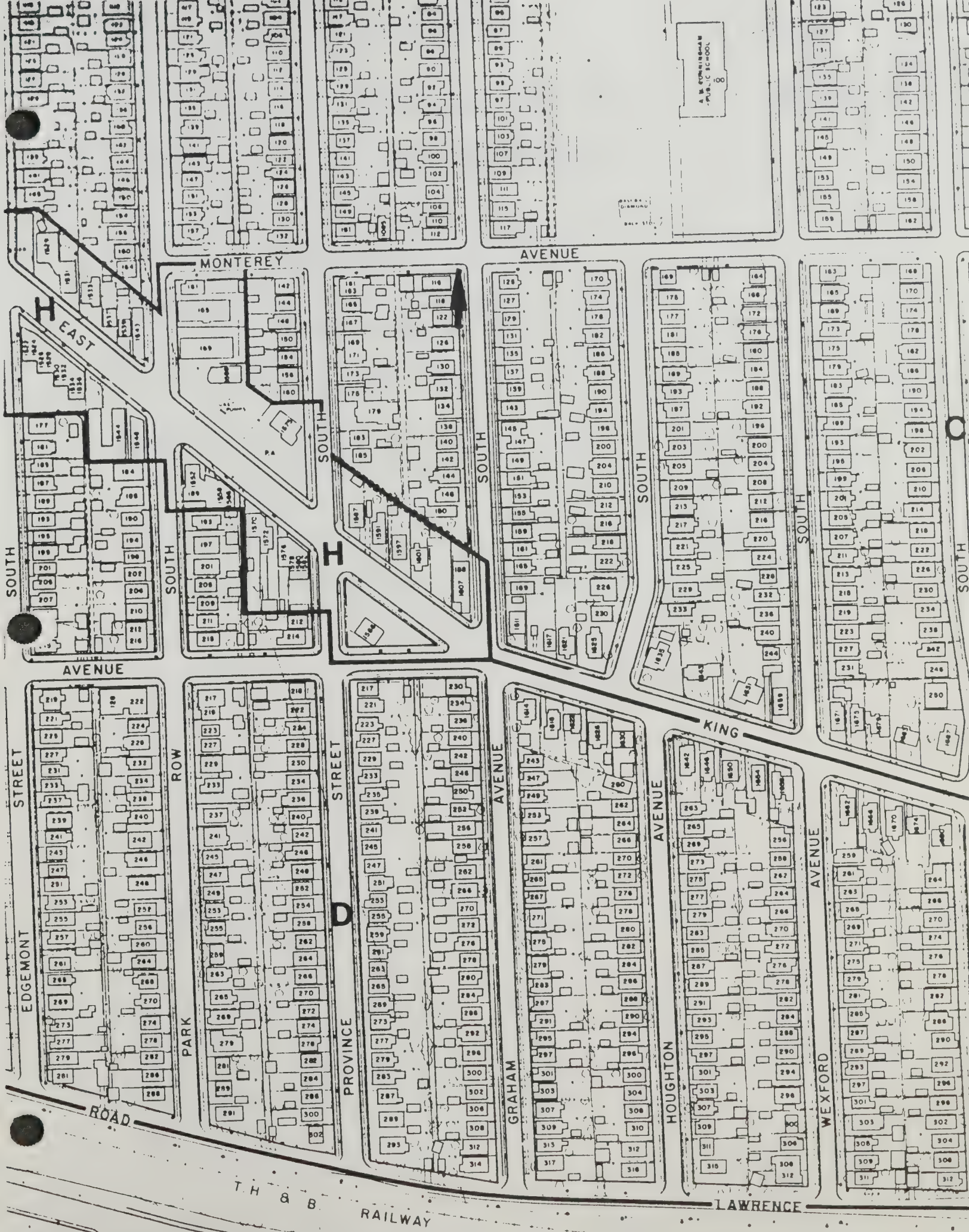
BACKGROUND:

The Traffic Department has received a request from Mr. Fabian Munoz, 116 Graham Avenue South, that the existing 103 foot "No Parking" regulation on the south side of Monterey Avenue, immediately west of Graham, be shortened or removed to provide additional on-street parking.

The intersection of Graham and Monterey is a four-leg intersection and presently, eastbound and westbound traffic on Monterey is required to stop for northbound and southbound traffic on Graham. The subject regulation was implemented in 1983. While there was no compelling reason to implement the regulation at that time, the Traffic Department did not oppose the request by former Alderman Don Gray because all area residents had available off-street parking.

Therefore, staff do not object to the current request which would result in the restoration of approximately four additional on-street parking spaces.

MT *CB*
MT/CVB/ca



CITY OF HAMILTON

26Xi)

- RECOMMENDATION -

DATE: 1994 January 12

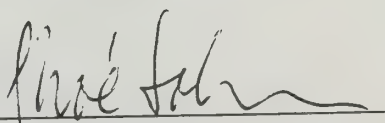
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law to Prohibit Train Whistling at Greenhill
Crossing - CP Rail

RECOMMENDATION:

That the attached By-law be enacted by City Council


P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

City Council, on December 11, 1990, enacted By-law 90-341 to prohibit CP Rail trains from whistling at the Greenhill Avenue Crossing (Mileage 51.90 - Fort Erie Subdivision). This By-law required the approval of the National Transportation Agency to come into force.

After the City applied for approval, the Railway Safety Act became law and the National Transportation Agency refused to approve the By-law. The Railway may now, if it agrees, issue special instructions to prohibit whistling. After discussions, the City and CP Rail entered into an Agreement to equally pay the cost of insurance for the Greenhill Avenue Crossing. CP Rail issued special instructions to stop the train whistling. Therefore, By-law 90-341 may be repealed and replaced by the attached By-law.

LEF:as

The Corporation of the City of Hamilton

By-law No. 94 -

**TO PROHIBIT CANADIAN PACIFIC LIMITED FROM WHISTLING
AT GREENHILL CROSSING**

WHEREAS Rule 14(L) of the Uniform Code of Operative Rules, CRC 1978, Chapter 1175, as amended, requires Canadian Pacific Limited to sound their train whistles at public grade crossings;

AND WHEREAS the sounding of train whistles at the grade crossing at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, Mileage 31.99 Welland Subdivision) is causing a nuisance and discomfort to the residents of Hamilton living near the crossing;

AND WHEREAS City Council, on June 25, 1991 in adopting Item 32 of the 9th Report of the Transport and Environment Committee authorized the preparation of a by-law prohibiting Canadian Pacific Limited from sounding their train whistles at the grade crossing at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, Mileage 31.99 Welland Subdivision);

AND WHEREAS The Corporation of the City of Hamilton and Canadian Pacific Limited entered into an Agreement on the 1st day of August, 1991 concerning train whistling at the grade crossing at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, Mileage 31.99 Welland Subdivision).

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The Corporation of the City of Hamilton hereby prohibits Canadian Pacific Limited from sounding their train whistles at the grade crossing situated at Greenhill Avenue, Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, Mileage 31.99 Welland Subdivision).
2. By-law No. 90-341 is hereby repealed.

PASSED this

day of

1994.

CITY CLERK

MAYOR

2(cXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 25
(65-3/93.4)

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson,
City Solicitor

SUBJECT: • Closure and Conveyance of original unopened road allowance
• Rear of 1688 Main Street West

RECOMMENDATION:

That a by-law to stop up, close and authorize the conveyance of part of the original unopened road allowance between Lots 54 and 55, Concession 1 in the geographic township of Ancaster, now in the City of Hamilton be enacted.



P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Mr. B. Bedford, lawyer for the owner of a 17-acre vacant parcel of land known municipally as 1688 Main Street West, has requested the City to close and convey an unopened road allowance to his client, the abutting owner, in accordance with The Municipal Act which provides for such conveyance where the adjacent owner or his predecessors in title have on their land, laid out an alternative road to the municipality.

The Municipal Act states that where an owner is in possession of such an original road allowance that has not been improved or used for a road and the adjacent owner (or his predecessors in title) have laid out on their abutting land an alternative public road, then such owner is entitled to a conveyance of the original road allowance, (The Municipal Act, Section 317).

This request has been reviewed with the Regional Surveys office who have confirmed to us that the predecessors in title of this adjacent owner have dedicated an alternative road, namely a portion of Main Street West. The surveyors have also confirmed that the unopened old road allowance is a strip of land, (measuring 66 feet wide by about 300 feet long, shown as Part 2, Plan 62R-12832), in the middle of a field that has never been used or improved as road. We have also advised the Property Department that in these circumstances The Municipal Act provides that no consideration is payable to the City for this unopened road allowance and that there is no publication of notices or hearing for objections as this is not an ordinary sale of a road allowance.

The request for this conveyance is not common, but where it has arisen in the past, the City has, as required by The Municipal Act, closed the original road allowance by by-law and conveyed the highway so closed to the abutting owner.

DAP:js

- c.c. D. W. Vyce, Director of Property
Attention: M.C.J. Watson
- c.c. E. M. Gill, Senior Director, Roads Dept.
Attention: G. Aston
Attention: K. Lau

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO STOP-UP, CLOSE AND CONVEY A PORTION OF THE ORIGINAL ROAD
ALLOWANCE BETWEEN LOTS 54 AND 55, CONCESSION 1, IN THE
GEOGRAPHIC TOWNSHIP OF ANCASTER, NOW IN THE CITY OF HAMILTON**

WHEREAS the following described road allowance is in possession of the adjacent landowner who is entitled to a conveyance of it pursuant to Section 317 of The Municipal Act, R.S.O. 1990, c. M.45 by reason of the fact in place thereof the adjacent landowner or its predecessors in title have laid out and opened an alternative road upon their land without compensation therefor;

AND WHEREAS the following described portion of the road allowance is vested in The Corporation of the City of Hamilton and the said road allowance has never been used nor improved as a road, nor has it been assumed and no municipal services have been performed upon it;

AND WHEREAS the said road allowance is and has been in the possession of the sole adjacent landowner upon either side of the said unopened road allowance and for the foregoing reasons the adjacent landowner(s) or his successor(s) in title, is entitled to a conveyance of it from the municipality pursuant to this By-law, (without necessity for publication of notice of intention to pass this By-law and without the hearing of any objections) ;

AND WHEREAS this By-law is intended therefore to authorize the closing of the said road allowance and its conveyance to the adjacent landowner.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portion of the original road allowance described as,

Part of the road allowance between Lots 54 and 55, Concession 1, in the geographic township of Ancaster, designated as Part 2, on Plan 62R-12832.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

is hereby stopped and closed.

2. The soil and freehold in the said closed portion of the road allowance shall be conveyed to the abutting owner(s) or their successors in title, in accordance with the said provisions of the Municipal Act.

3. The Mayor and City Clerk are hereby authorized to execute the conveyance.
4. This By-law shall come into force and effect on the date of its registration in the Land Registry Office for the Registry Division of Wentworth.

PASSED this day of

A. D. 1994

CITY CLERK

MAYOR

2(0)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 25
S718-80 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various City Streets by By-Law. (R-94-12)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets noted in Schedule "A":
- | | | |
|------------------|-------------------------------------|-------------------------------|
| Berkindale Drive | Part 5
& Remainder of
Block 6 | Plan 62R-8461
Plan 62M-428 |
| Corinaldo Drive | Block 32 | Plan 62M-644 |
| Fano Drive | Block 26 | Plan 62M-714 |
- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Berkindale Drive	Part 5, Plan 62R-8461 and remainder of Block 6, Plan 62M-428	N/A	To provide access from Part 5, on Plan 62R-8461 and remainder of Block 6, Plan 62M-428, to Berkindale Drive, Plan 62M-590	S715-18
Corinaldo Drive	Block 32, 62M-644	N/A	To provide access from Block 32, Plan 62M-644, to Corinaldo Drive on Plan 62M-752	S718-80
Fano Drive	Block 26, 62M-714	N/A	To provide access from Block 26, Plan 62M-714, to Fano Drive, on Plan 62M-752	S718-80

cb:KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TO INCORPORATE CITY LANDS
DESIGNATED AS BLOCK 26, PLAN 62M-714
INTO FANO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Fano Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Fano Drive.

Part of Parcel Reserves -1, Section 62M-714.

All of Block 26, Plan 62M-714.

Being the whole Parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TO INCORPORATE CITY LANDS
DESIGNATED AS BLOCK 32, PLAN 62M-644
INTO CORINALDO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Corinaldo Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Corinaldo Drive.

Part of Parcel Reserves -1, Section 62M-644.

All of Block 32, Plan 62M-644.

Being the remainder of the Parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TO INCORPORATE CITY LANDS
DESIGNATED AS REMAINDER OF BLOCK 6, PLAN 62M-428
& PART 5, PLAN 62R-8461
INTO BERKINDALE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Berkindale Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Berkindale Drive.

Firstly:

Part of Parcel Block 6-1, Section 62M-428, being all of Block 6, Plan 62M-428, save and excepting Part 3, on Plan 62R-8461. Being the remainder of the said parcel.

Secondly:

Part of Parcel 9-2, Section W-722. Part of Lot 9, Registered Plan 772, designated as Part 5, on Plan 62R-8461. Being the remainder of the said parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

2(E)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 25

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, appearing to be 'J. Christenson', is written over a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date
1993 December 28	Murray Main Director of Traffic Services	Crockett Street and Upper Gage Avenue - School Crossing Guard	1994 January 14
1993 December 7	Murray Main Director of Traffic Services	Effect of 1993 "Lay-off Days" on Parking Enforcement Revenues	1994 January 14
1993 December	Murray Main Director of Traffic Services	Ontario Good Roads Association - 1994 Educational Calendar	1994 January 14
1993 December	Hamilton-Wentworth Region Special Projects Office	Red Hill Creek Expressway Progress Report No. 7	1994 January 14

K. C. Christenson, Secretary
1994 January 31

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 25

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Urban Transportation Symposium
1994 April 24 - 26, Ottawa, Ontario

RECOMMENDATION:

- (a) That the Chairman or his designate be authorized to attend the Urban Transportation Symposium to take place on 1994 April 24 to April 26 in Ottawa, Ontario.
- (b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

The attached memorandum outlines the details and programme for the Urban Transportation Symposium.

attachment.



Federation of Canadian Municipalities
Fédération canadienne des municipalités

DISTRIBUTED FOR INFORMATION
TO MEMBERS OF CITY COUNCIL

C.C. CAO

TRAFFIC
PLANNING

JAN. 18/94

DATE

SIGNATURE

January 12, 1994

C.C. SEC. 7 & E
SEC. P & D

Memorandum to Municipal Clerks

URBAN TRANSPORTATION SYMPOSIUM

Enclosed with this memorandum is a letter and brochure regarding the upcoming Urban Transportation Symposium for distribution to members of Council and senior transportation and planning officials in your municipality. Registration materials were sent to your municipality (Office of the Mayor/Chairperson) in November.

If you have any questions or require more information, please contact John Hartman, Transportation Association of Canada, tel: (613) 736-1350 or fax: (613) 736-1395.

Thank you for your cooperation.

Daniel McGregor
Senior Policy Analyst

Enclosures

NEW VISIONS IN URBAN TRANSPORTATION

A Working Symposium Leading to Action

April 24-26, 1994
Radisson Hotel Ottawa Centre
Ottawa, Ontario

January 12, 1994

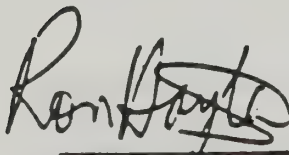
His Worship Mayor Bob Morrow and Members of Council,
Senior Transportation and Planning Officials
City of Hamilton
71 Main Street
Hamilton, Ontario
L8N 3T4

REMINDER NOTICE - URBAN TRANSPORTATION SYMPOSIUM

The Federation of Canadian Municipalities (FCM), the Transportation Association of Canada (TAC) and the Canadian Institute of Planners (CIP) have joined forces to actively address the urban mobility challenge facing so many of our cities, and to do so within the new reality of shrinking resource. As part of this program we are co-sponsoring a national level, working symposium to be held April 24-26, 1994 in Ottawa. The goal is to develop strategies and action plans that delegates can take home to help establish and implement their own new visions for urban transportation. We believe this will result in cleaner, more economically competitive and socially desirable cities (Please see the attachment.)

An invitation and five registration packages were sent to the City of Hamilton in late November. Strong municipal participation is critical to success. We have therefore extended the registration deadline to February 24, 1994.

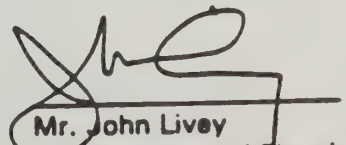
For further information please contact Mr. John Hartman, tel: (613) 736-1350 or FAX: (613) 736-1395. Thank you for your consideration.



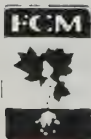
Alderman Ron Hayter
President, FCM



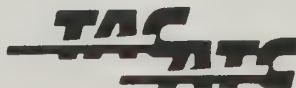
M. Georges Lalande
Deputy Minister
Quebec Ministry of Transport
President, TAC



Mr. John Livey
Commissioner of Planning
Regional Municipality of York
President, CIP



Federation of Canadian Municipalities
Fédération canadienne des municipalités



Transportation Association of Canada
Association des transports du Canada



NEW VISIONS IN URBAN TRANSPORTATION

A Working Symposium Leading to Action

April 24-26, 1994
Radisson Hotel Ottawa Centre
Ottawa, Ontario

We need to improve urban mobility.

The vast majority of our citizens live in urban areas, and most of our national wealth is generated there. But congestion is threatening the quality of life and economic vitality of our cities. "Urban mobility" is becoming a contradiction of terms. Pollution, frustration and waste are preventing us from reaching our social and economic goals. The crunch is coming at a time when municipalities across Canada are facing severe budget constraints.

What can we do? What are the best directions for future land use planning and development? How can we blend new and renewed infrastructure with public and private transportation services to meet the needs of people and freight? How can we pay for all this in a time of shrinking resources? What are the obstacles standing in our way? What specific actions can we take?

This symposium will help.

This unique working symposium is designed to give you practical answers to these questions. This is no ordinary meeting. It is a joint venture of the Federation of Canadian Municipalities (FCM), the Transportation Association of Canada (TAC) and the Canadian Institute of Planners (CIP).

You will be joined by

- mayors and regional chairs
- municipal councillors
- senior planning and transportation professionals
- provincial and federal representatives
- transit operators
- motorists and parking operators
- couriers and truckers
- real estate developers
- advocacy groups and researchers

who will interact for two intensive days of consensus building leading to action.

Innovative financing, land use planning, walking and cycling friendly design, improved transit, special user needs, the role of the automobile and parking, freight delivery and environmental protection will all be on the agenda.

Your active participation is important.

The starting point will be A NEW VISION FOR URBAN TRANSPORTATION, published by the TAC Urban Transportation Council in 1993. This briefing paper proposes a generic urban transportation vision for large and medium sized urban areas that can be tailor fit to local conditions. The vision is supported by a series of decision making principles which point the way to desirable future change. It calls for significant change from past practices in terms of land use and urban structure, the role of private autos relative to other modes, and transportation funding. The expected results will be cleaner, more economically competitive and socially desirable cities.

With your active participation in round table workshops and plenary sessions, the symposium will create an Agenda for Action – a set of strategies for federal, provincial, municipal and private sector cooperative action to help you achieve a new transportation vision and to do so within the realities of shrinking budgets. The symposium co-sponsors are determined to see meaningful benefits emerge. By sharing your challenges and success with others from across Canada, this goal can be achieved.

Preregistration is required.

Participation is by invitation and will be limited to the first 250 registrants.

Symposium: The registration fee of \$295.00 (\$275.70 + \$19.30 GST) includes pre-meeting materials, attendance at all plenary sessions and workshops, a reception, continental breakfast, lunch, dinner and a post-meeting report. **The deadline for registration is January 31, 1994.** Please see the enclosed symposium registration form.

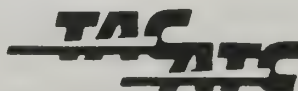
Hotel: Accommodations are available at the Radisson Hotel Ottawa Centre at the rate of \$99.00 (single or double occupancy) plus taxes. **The deadline for reservations at this rate is March 24, 1994.** Please see the enclosed hotel reservation form.

For further information contact:

John Hartman
Transportation Association of Canada
2323 St. Laurent Blvd., Ottawa, ON K1G 4K6
Phone: (613)736-1350; Fax: (613)736-1395



Federation of Canadian Municipalities
Fédération canadienne des municipalités



Transportation Association of Canada

CANADIAN INSTITUTE OF
PLANNERS
INSTITUT CANADIEN DES
URBANISTES

PRELIMINARY PROGRAM

Sunday, April 24

EXPLORING THE NEW VISION

11:00 - 14:00	Registration	
14:00 - 17:30	Opening Plenary Session (Simultaneous Translation)	
Chairman:	Alan Tonks, Chairman Municipality of Metropolitan Toronto	
14:00 - 14:15	Opening Remarks by the Chairman	
14:15 - 14:45	Perspectives of the Symposium Sponsors <ul style="list-style-type: none"> • Alderman Ron Hayter, President, FCM • Georges Lalande, President, TAC • John Livey, President CIP 	
14:45 - 15:30	Vision Principles in Use	
	Guest speakers will review examples of various vision principles currently in use across Canada.	
15:30 - 15:45	Health Break	
15:45 - 16:15	Urban Structure and Land Use	
16:15 - 16:45	Funding/Financing	
	Two guest speakers will review examples and emerging trends in land use and funding. These two vision principles will be major themes throughout the symposium.	
16:45 - 17:30	Questions, comment and discussion from the floor.	
17:30 - 19:00	Welcoming Reception	

Monday, April 25

STRATEGIES TO ACHIEVE THE VISION

07:30 - 09:00	Continental Breakfast	
09:00 - 12:00	Concurrent Workshops	Delegates will be assigned to round table workshops for the day based on geographic spread and a mix of sectoral interests.
		Each group will select its own agenda and develop strategies to implement a new vision for urban transportation, including: <ul style="list-style-type: none"> • land use considerations • funding considerations • actions needed to achieve the vision.
		A discussion leader and a rapporteur will assist each group. Results will be combined and presented at the Closing Plenary Session.
12:15 - 13:45	Lunch	
14:00 - 17:00	Concurrent Workshops (Continued)	
17:00 - 18:30	Cash Bar	
18:30 - 20:30	Dinner	

Tuesday, April 26

AN AGENDA FOR ACTION

08:30 - 12:15	Closing Plenary Session (Simultaneous Translation)	
Chairman:	(To be confirmed)	
08:30 - 08:40	Opening Remarks by the Chairman	
08:40 - 09:30	Workshop Reports	
09:30 - 09:45	Health Break	
09:45 - 12:10	Action Plan	
	Starting with the workshop reports, a professional facilitator will help delegates reach consensus on an Agenda for Action to help them implement new visions for urban transportation in their own jurisdictions.	
12:10 - 12:15	Closing Remarks by the Chairman.	
12:30	Press Conference	
	Symposium leaders will announce an Agenda for Action to the national news media.	

...

URBAN/MUNICIPAL

CX4DN HBL A05
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1994



THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

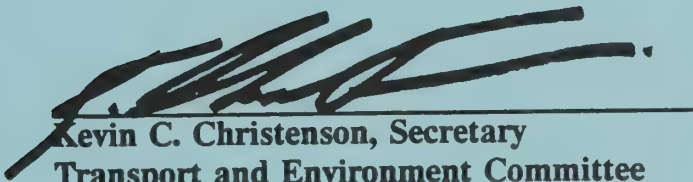
1994 February 22

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 February 28
9:30 o'clock a.m.
Room 233, City Hall

L. DAW A
FEB 28 1994
GOVERNMENT OF CANADA


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

(a) Sale of the Portion of the North/South Alley,
Rear of No. 34, Thorndale Avenue

(b) Sale of the Portion of the East/West Alley,
North of No. 615 Main Street East

(c) Proposed Alley Closure:

North/South Alley first West of
Strathcona from Head Street to existing East/West Alley

Proposed Alley Opening:
East/West Alley North of Head Street from
Strathcona to the North/South Alley

- (d) No. 79 Rymal Road West - Road Widening
Mr. W. Vucetich
- (e) No. 2 Chilton Place - Encroachment Agreement
Mr. P. Mazza

2. **CONSENT AGENDA**

3. **DIRECTOR OF PUBLIC WORKS**

Proposed Transfer of Local Road Functions from the
Region to the City, Development Control
Encroachments and Road Closures

4. **REFERRAL FROM CITY COUNCIL**

- (a) White Goods Collection and CFC Removal Demonstration Project
- (b) 1994 Proposed Reduction Package - Seasonal Layoff(s)

5. **REFERRAL FROM THE COMMITTEE OF THE WHOLE**

Ranking of Projects - Proposed Canada/Ontario
Infrastructure Works Program.

6. **ALDERMAN V. J. AGRO**

Crescent Oil - 136 Cannon Street West

7. **NEW BUSINESS**

8. **ADJOURNMENT**

Transport and Environment Committee Outstanding Items

Item No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner of Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
3.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
4.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
5.	Walkway - Fonhill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Director of Public Works	Report Back 1994 February
6.	Development Costs - No. 204 Chesley Street	1993 Dec. 6	Senior Director, Roads Department	Report Back 1994 January
7.	Two-Man Sanitation Crews - Canadian Union of Public Employees, Local 5	1993 Dec. 6	Director of Public Works/C.A.O.	Report Back
8.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Alderman F. Eisenberger	Tabled
9.	Alley and road closures, development control and encroachments transferred from the Region back to the City's Public Works Department	1994 January 31	Director of Public Works	Report Back
10.	Closure and conveyance of original unopened road allowance, rear of 1688 Main Street West	1994 January 31	Alderman M. Kiss	Tabled

Kevin C. Christenson, Secretary
1994 February 28

1(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Sale of portion of a closed City alley. (R-94-20)

RECOMMENDATION:

- a) That portion of an alley adjacent to 34 Thorndale Avenue North, shown as Part 2, on Plan 62R-12021, be sold to Gilles Christopher Cinq Mars and Charmaine Simona Van Schaik for the sum of \$1.00 each.
- b) That the By-Law to carry out the sale of the said lands be enacted by Council.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The subject alley is owned by the City of Hamilton as the result of an alley closure by Judge's Order No. 141618, registered December 16, 1992.

(Cont'd pg 2)

BACKGROUND (cont'd):

The City Council approved the sale of portions of this closed alley by adopting Item 54, of the 8th Report, of the Transport and Environment Committee on 1993 June 29, for a sum of \$1.00. We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received.

Therefore, it is necessary to pass this By-Law in order to complete the sale.

Lin cb:HS/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

SALE OF PORTIONS OF AN ALLEY ADJACENT TO 34 THORNDALE AVENUE NORTH
CLOSED BY JUDGE'S ORDER NO. 141618
PARTS 2, 3 & 4, ON PLAN 62R-12021

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 54 of the 8th Report of the Transport and Environment Committee on 1992 June 29, authorized the City to sell parts of an alley, being more particularly described as Part 2, on Plan 62R-12021;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the following portions of alley adjacent to 34 Thorndale Avenue North is hereby authorized;

Those parts of an alley lying east of Lots 229 and 230, on Registered Plan No. 647, designated as Parts 2, 3 and 4, on Plan 62R-12021, as closed by Judge's Order No. 141618.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That the soil and freehold of the said closed portion of the alley, designated as Part 2, on Plan 62R-12021, be sold to Gilles Christopher Cinq Mars and Charmaine Simon Van Schaik or their successors in title for the sum of \$1.00, in accordance with the provisions of the agreement dated 1993 May 31, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
3. That an offer to purchase be extended to the owners of 33 Norfolk Street North and 31 Norfolk Street North for Parts 3 and 4 respectively, on Plan 62R-12021, or their successors in title for the sum of \$1.00, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
4. That in the event that these offers to purchase are not accepted by the above-mentioned, an offer will be extended to the owner of 34 Thorndale Street North or their successors in title for the sum of \$2.00, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

- Page 2 -

By-Law 94-

Sale of portion of an alley adjacent to 34 Thorndale Avenue North, closed by Judge's Order No. 141618 (92), designated Parts 2, 3, & 4, on Plan 62R-12021

5. That if the owner mentioned in paragraph 4 declines the last offer, the City of Hamilton will retain ownership of Parts 3 and 4, on Plan 62R-12021.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

1 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Sale of portions of a closed City alley. (R-94-19)

RECOMMENDATION:

- a) That portion of alley adjacent to 615 Main Street East, shown as Part 1, on Plan 62R-12212, be sold to J. B. Marlatt Funeral Homes (1985) Limited for the sum of \$19,287.00.
- b) That the By-Law to carry out the sale of the said lands be enacted by Council.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from this sale of \$19,287.00 will be credited to Acct. #CH 4X501 00102 (Reserve for Property Purchases).

BACKGROUND:

The subject alley is owned by the City of Hamilton as the result of an alley closure by Judge's Order No. 164006, registered September 14, 1993.

(Cont'd pg 2)

BACKGROUND (cont'd):

The City Council approved the sale of portions of this closed alley by adopting Item 24, of the 4th Report, of the Transport and Environment Committee on 1992 March 10, for a sum of \$19,287.00. We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received.

Therefore, it is necessary to pass this By-Law in order to complete the sale.

Kid cb:KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**SALE OF PORTION OF AN ALLEY ADJACENT TO 615 MAIN STREET EAST
CLOSED BY JUDGE'S ORDER NO. 164006
PART 1, ON PLAN 62R-12212**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 24, of the 4th Report of the Transport and Environment Committee on 1992 March 10, authorized the City to sell part of an alley, being more particularly described as Part 1, on Plan 62R-12212;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the following portion of alley adjacent to 615 Main Street East is hereby authorized;

Part of an alley lying immediately north of Lots 6 and 9, and immediately south of Lots 16 to 20, Registered Plan No. 325, designated as Part 1, Plan 62R-12212, as closed by Judge's Order registered as Instrument No. 164006.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. That subject to the easements authorized in paragraph 3 below, the soil and freehold of the said closed portion of an alley, designated as Part 1, Plan 62R-12212, be sold to the adjacent landowner on both sides of the said portion of the alley, namely to J. B. Marlatt Funeral Homes (1985) Limited or its successors in title for the sum of \$19,287.00 in accordance with the provisions of the agreement dated September 29, 1993, and the highway closing and sale procedures in the Registry Act and the Municipal Act.
3. That an easement over Part 1, Plan 62R-12212, in favour of Bell Canada and the Hamilton Hydro Electric System be provided.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

14

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 23
T103-03 (226) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **Proposed Alley Closure: North/South Alley first West
of Strathcona from Head Street to existing East/West
Alley.**

**Proposed Alley Opening: East/West Alley North of Head Street from
Strathcona to the North/South Alley. (R-94-25)**

RECOMMENDATION:

- a) i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1990, for an order to stop-up and close the unassumed north/west alley first west of Strathcona Avenue from Head Street to the existing east/west alley;
- ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
- iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
- iv) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

Cont'd...

1994 February 22

Proposed Alley Closure: North/South Alley first West of Strathcona from Head Street to existing East/West Alley.

Proposed Alley Opening: East/West Alley North of Head Street from Strathcona to the North/South Alley.

Cont'd...

- v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
 - vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner for \$1.
- b) Provided the Judge's Order to close the highway is granted:
- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the alleyway to the abutting owner;
 - ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, M.45, R.S.O. 1990, of the City's intention to pass the by-law.
 - iii) That the transaction not be registered until the new alley is conveyed and deeded to the City and the new alley is constructed to City of Hamilton specifications:
- c)
- i) That the City accept a deed from the Hellenic Community of Hamilton and District, St. Demetrios Greek Orthodox Church for a new east/west alley from Strathcona Avenue to the existing east/west alley:
 - ii) That the applicant construct the new alley in accordance with the City of Hamilton specifications;

cont'd...

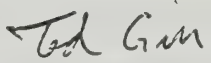
1994 February 22

Proposed Alley Closure: North/South Alley first West of Strathcona from Head Street to existing East/West Alley.

Proposed Alley Opening: East/West Alley North of Head Street from Strathcona to the North/South Alley.

Cont'd...

- iii) That the Commissioner of Transportation/Environmental Services prepare a by-law to establish as road allowance the east/west alley from Strathcona to the existing east/west alley and the By-law be introduced and approved;
- iv) That the by-law to establish the new alley as road allowance be registered upon satisfactory completion of construction by the applicant.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received on behalf of the abutting owner (Hellenic Community of Hamilton and District St. Demetrios Greek Orthodox Church) to close the north/south alley first west of Strathcona from Head Street to existing east/west alley and to open a new east/west alley north of Head Street from Strathcona to the existing north/south alley.

cont'd...

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1994 February 22

Proposed Alley Closure: North/South Alley first West of Strathcona from Head Street to existing East/West Alley.

Proposed Alley Opening: East/West Alley North of Head Street from Strathcona to the North/South Alley.

Cont'd...

This is the third application submitted by the applicant over the past six years and the previous two were denied by the committee after hearing objections from the area residents. Each application was submitted for the purpose of obtaining lands for the development of a proposed church hall.

On April 6, 1993, this Department circulated a notice of the proposed closing of one alley and the opening of another to the affected municipal departments, public utility companies and the abutting property residents/owners. No objections were received from any municipal Department nor from the utility companies. However, the Public Works Department is concerned with the close proximity of existing trees in the area and established a plan with the applicant to ensure their safety.

The results of the April 6, 1993, notification to residents and owners are as follows:

Total number circularized: 102

In favour: 4

Opposed: 8

No response: 90

Those opposed to the proposal were concerned that access would be denied to them if the applicant were to retain ownership of the new laneway. Subsequent to the negative responses, this Department notified the applicant of the area residents concerns.

The applicant proceeded to hold open house opportunities for the neighbours to give a full explanation of the proposal. The response back from the residents to us was one of support provided the City retain ownership of the new alley.

Again the applicant was contacted by this Department and informed that upon receipt of a letter expressly outlining the intentions of the applicant to convey the subject alley to the City, this Department would present the application to Committee. On February 21, 1994 the requested intention was received by this Department.

cont'd...

-Page 5-
1994 February 22

Proposed Alley Closure: North/South Alley first West of Strathcona from Head Street to existing East/West Alley.

Proposed Alley Opening: East/West Alley North of Head Street from Strathcona to the North/South Alley.

Cont'd...

The applicant was further informed that the new alley must be dedicated to the City and constructed according to City specification, all associated costs for the construction must be paid for by the applicant and that the maintenance of the subject alley would be absorbed by the applicant. The applicant is in agreement with these conditions. As the applicant will be dedicating a new alley in place of the existing alley, it is recommended that the existing alley be sold to the applicant for \$1.

Since there is now full support of the area residents and since there were no objections received from any municipal departments or utility companies, this Department can now support the application.

JKC:

cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

1(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 22
File No: E220-1303, H.N. Groen


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Road Widening Policies
79 Rymal Road West, City of Hamilton (R-94-23)

RECOMMENDATION:

- a) That as a condition of site plan/development approval with the City of Hamilton, the owner of lands at No. 79 Rymal Road West dedicate the 3.048m road widening on Christie Street, shown as Part 1 on Reference Plan 62R-12162, to the City of Hamilton.
- b) That the request for compensation for this road widening dedication to the City of Hamilton by Mr. Vucetich, the owner of lands at No.79 Rymal Road West, be denied.
- c) That Mr. Vucetich and the Planning and Development Committee of the City of Hamilton be advised of this action.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

- a) Should the Committee approve the request for compensation for this road widening, the City of Hamilton, may in the future, be required to compensate other property owners for road widenings adjacent to City streets which the Municipality presently has authority to acquire through dedication under the Planning Act.

continued...

Road Widening Policies
79 Rymal Road West
City of Hamilton

continued...

- b) Funding for compensation for these road widenings, which may be significant, have not been allocated in the Capital Budget. The City may also be required to review all its development requirements, especially the establishment of streets through subdivision control, should this request for compensation be approved.

BACKGROUND:

On 1990 January 12, Mr. Vucetich submitted Zoning Application 90-11 requesting a change in zoning from "C" to "HH" for lands at No. 79 Rymal Road West. As a condition of development approval, this Department, among other items, advised that:

- "i) The designated road allowance width of Rymal Road is 36.0m (118.11 feet). Since the intersection of Christie Street, West 5th Street and Rymal Road could be considered a mid-block collector/arterial street intersection, Christie Street from Rymal Road to a point 90m southerly should be established at 26.21m (86 feet) with 12.19m daylight triangles at the widened limits of Rymal Road. Therefore, we recommend that as a condition of development approval that:

A strip of land 4.8936m (16.055 feet) in width along the entire frontage on Rymal Road be dedicated to the Region for road widening purposes.

A strip of land 3.048m (10 feet) in width be dedicated to the City of Hamilton on the east side of Christie Street from a point taken from the widened limits of Rymal Road to a point 90 metres southerly.

A 12.19m x 12.19m (40' by 40') daylight triangle be dedicated to the Region for road widening purposes. This triangle is to be taken from the intersection of the widened limits of Rymal Road and Christie Street."

The road widening on Rymal Road and the daylight triangle are under the jurisdiction of the Region. We have not received a request by the owner to have this road widening referred to the Transportation Services Committee and Regional Council.

For the Committee's information, the site plan considered by the Ontario Municipal Board in their deliberations on the zoning application, clearly showed the road widenings to be dedicated to the City and the Region.

continued...

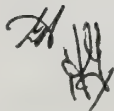
Page 3

Road Widening Policies
79 Rymal Road West
City of Hamilton

continued...

The City of Hamilton Planning and Development Committee and Council has confirmed that West 5th Street will not be realigned to the west but remain in its existing location. We therefore expect that the function of West 5th Street and Christie Street will remain as collector streets requiring channelization of these roadways at their intersection with Rymal Road.

The requirement to dedicate road allowance widenings to the City as a condition of site plan control has occurred many times in the past without compensation to the owner. Policies, such as this one, are used by virtually all municipalities in Ontario. Without such dedications, the cost of widening roads would more than double.

 HNG

G e o g r a p h

1(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17
T103 50 (1032) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreement
2 Chilton Place, Hamilton

R-94-17

RECOMMENDATION:

That the application on behalf of the owner, P. Mazza, of 2 Chilton Place, Hamilton, to maintain the encroachment of a fence measuring 3.30' x 12.0' onto the road allowance of Chilton Place, be denied.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

An application to enter into an encroachment agreement with the City has been received on behalf of P. Mazza, owner of 2 Chilton Place in Hamilton, to retain a fence on City of Hamilton road allowance, Chilton Place.

Cont'd...

-Page 2-
February 17, 1994

**Encroachment Agreement
2 Chilton Place, Hamilton**

BACKGROUND: (cont'd)

The City Solicitor has previously advised Council that as the Municipal Act does not enable the City to permit fences to encroach upon the road allowance, Council does not have jurisdiction to grant an encroachment agreement for a fence on City road allowance.

In 1986, Council requested special legislation from the Province to enable Council to permit fence encroachments. To date, the Province has not enacted the requested legislation. Pending the enactment of the legislation, Council has directed that the Roads Department not prosecute homeowners whose existing fences encroach onto City streets.

Accordingly, the applicant has been informed that staff will not recommend the requested encroachment agreement. The applicant has requested that the application be considered by your Committee.

A:jn

CONSENT AGENDA

Transport and Environment Committee
Monday, 1994 February 28
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

- i. Minutes of the Meeting held 1994 January 31
- ii. Minutes of the Special Meeting held 1994 February 22

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) Broughton Avenue
- (b) 89 Chestnut Avenue -
Request to Removal an
Existing Wheelchair Loading Zone
- (c) No. 411 Upper Wentworth Street -
Request for a Reserved "Permit Parking"
Space for a Disabled Resident
- (d) Intersection of Cloverhill Road
and Brantdale Avenue - Corner Clearance
- (e) Hudson Court between Columbia Drive and
the westerly end of Hudson Court
- (f) Richwill Road between West 5th Street
West 3rd Street
- (g) Sherman Avenue South between Cumberland
Avenue and Delaware Avenue
- (h) West Side of Oriole Crescent between
Martha Street and Glengrove Avenue
- (i) Leeming Street adjacent to No. 431
Cannon Street East -
Request for Removal of a Reserved
"Permit Parking" Space for a
Disabled Resident

- (j) Valecrest Avenue between Princeton Drive and Elmhurst Drive

ii. **Intersection Control**

- (a) Intersection of Beechwood Avenue and Cavell Avenue
- (b) Intersection of Princeton Drive and Valecrest Avenue
- (c) Intersection of Ossington Drive and Upper Gage Avenue
- (d) North side of Rebecca Street -
east of John Street North - Request for a Loading Zone

C. **DIRECTOR OF PUBLIC WORKS**

Appointment of Weed Inspectors

D. **DIRECTOR OF PROPERTY**

- i. Sale of Lands to the Region
Part of 1123 and 1129 Upper Wentworth Street for Roadway Purposes
- ii. Sale of Road Allowance - West Side of Upper Kenilworth Avenue, south of Limeridge Road to the abutting owners
- iii. Bus Shelter Installation
Limeridge Road East at Upper Kenilworth
Part 1, Unregistered Regional Survey Plan No. RB-H-503 Survey
South/West Corner

E. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

- i. **Temporary Road Closure:**
Annual Around The Bay Road Race
- ii. **Discharge of Encroachment Agreement/Encroachment Agreements**
 - (a) 355 - 357 MacNab Street North
 - (b) Encroachment Agreements
- iii. **Street Incorporation**
- iv. **1994 Servicing Expenditures Related to Subdivisions**

F. MANAGER OF PURCHASING

Supply and Delivery of Traffic Poles and Arms During 1994

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

- (i) Ontario Traffic Conference, 44th Annual Convention
1994 May 29 to June 1, Bayshore Community Centre, Owen Sound, Ontario
- (ii) Information Reports

24x11

Monday, 1994 January 31
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow (City Business)
Alderman D. Wilson (City Business)

Also present: Alderman G. Copps
Alderman B. Charters
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer

Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. G. Aston, Roads Department
Mr. C. Firth-Eagland, Public Works Department
Mr. R. Meiers, Public Works Department
Ms. L. Bourns, Human Resources Centre
Ms. P. Noé Johnson, City Solicitor
Mr. D. Powers, Law Department
Mr. S. Gratton, C.U.P.E. Local 5
Mr. D. Michor, C.U.P.E. Local 5
Mr. L. Stasuik, C.U.P.E. Local 5
Mr. K. C. Christenson, Secretary

1. DELEGATION:

Two Man Sanitation Crews
C.U.P.E. Local 5
Mr. S. Gratton
Mr. D. Michor
Mr. L. Stasuik

The Committee was in receipt of correspondence dated 1994 January 25, from Mr. S. Gratton, President, C.U.P.E. Local 5, as well as a report dated 1993 November 30 from C.U.P.E. Local 5 Civic Unit respecting Two-Man Sanitation Crews. Mr. Gratton, Mr. Michor and Mr. Stasuik appeared before the Committee. Mr. Gratton reviewed the contents of the C.U.P.E. Local 5 report dated 1993 November 30, and stated that the outstanding issues identified have not yet been resolved between the Union and Human Resources. He stated that the Union would like to reinforce its position in terms of the wage level and red circling. The Chairman indicated that negotiations were on-going between the Union and Human Resources and stated that a Private and Confidential Report would be considered later in the Agenda.

Following further discussion, the Committee agreed that the Item be received.

2. CONSENT AGENDAA. ADOPTION OF THE MINUTES

The minutes of the meeting held 1994 January 17 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICESi. Parking Regulations(a) MacNab Street North

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the west side of MacNab Street North between Murray Street West and Stuart Street be removed and a "Permit Parking" regulation be implemented on the west side of MacNab Street North commencing at Murray Street West and extending to a point 166 feet northerly therefrom; and,
- (b) That a "No Parking" regulation be implemented on the east side of MacNab Street North between Murray Street and Stuart Street; and,
- (c) That the Director of Traffic Services be authorized to issue upon request, two parking permits to No. 283 and one parking permit to No. 277 MacNab Street North, and the remaining parking permit available on a first come first served basis to a maximum of four parking permits; and,
- (d) That the City Traffic By-law 89-72 be amended accordingly.

(b) Bowman Street between the north end
(T.H. & B. Tracks) and Whitney Avenue
(north curb line)

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the east side of Bowman Street between the north end (T.H. & B. Tracks) and Ward Avenue, be removed; and,
- (b) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and an "Alternate Side Parking" regulation be implemented on Bowman Street between the north end (T.H. & B. Tracks) and Whitney Avenue (north curb line) such that parking is prohibited:

- (i) On the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
- (ii) On the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(c) No. 29 Weir Street South -
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 January 4, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Maple Avenue commencing 25 feet east of Weir Street South and extending to a point 27 feet easterly therefrom; and,
- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Appleby, No. 29 Weir Street South; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(d) Bevan Court

The Committee was in receipt of a report dated 1994 January 14, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That an "Alternate Side Parking" regulation be implemented on Bevan Court such that parking is prohibited:
 - (i) On the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
 - (ii) On the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) Caroline Street South between
Bold Street and Duke Street

The Committee was in receipt of a report dated 1994 January 17, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the west side of Caroline Street South between Bold Street and Duke Street be replaced by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) No. 137 Emerald Street South -
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the east side of Emerald Street South commencing at a point 144 feet north of Stinson Street and extending to a point 29 feet northerly therefrom; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(g) East Side of Bay Street North

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south and east sides of Bay Street North between Burlington Street West and the east property line of No. 512 1/2 Bay Street North be shortened such that the regulation commences at a point 70 feet north of Burlington Street West and extends to the east property line of No. 512 1/2 Bay Street North; and,
- (b) That the maximum number of parking permits issued by the Director of Traffic Services to residents who abut the "Permit Parking" regulation on the south and east sides of Bay Street North be reduced from 11 to 9; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(h) Crockett Street between East 23rd Street
and East 24th Street

The Committee was in receipt of a report dated 1994 January 20, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Crockett Street between East 23rd Street and East 24th Street; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

ii. Intersection Control

(a) Intersection of Central Avenue and Glenholme Avenue

The Committee was in receipt of a report dated 1994 January 5, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Central Avenue and Glenholme Avenue; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) Intersection of Graham Avenue South and Monterey Avenue
- Corner Clearances

The Committee was in receipt of a report dated 1994 January 5, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" corner clearance on the south side of Monterey Avenue which commences at Graham Avenue South and extends to a point 103 feet westerly therefrom be removed; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

C. CITY SOLICITOR**i. By-law to Prohibit Train Whistling at Greenhill Crossing - CP Rail**

The Committee was in receipt of a report dated 1994 January 12, from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate By-law to Prohibit Canadian Pacific Limited from Whistling at Greenhill Crossing be enacted by City Council.

**ii. Closure and Conveyance of Original unopened Road Allowance
Rear of 1688 Main Street West**

The Committee was in receipt of a report dated 1994 January 25, from the City Solicitor respecting closure and conveyance of original unopened road allowance - rear of 1688 Main Street West.

At the request of Alderman Kiss, the Committee agreed to **table** the Item in order that a Public Meeting be held.

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**Street Incorporation**

The Committee was in receipt of a report dated 1994 January 25, from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the streets in order to complete the final street width or to provide access to newly registered subdivision developments:

Berkindale Drive	Part 5 & Remainder of Block 6	Plan 62R-8461 Plan 62M-428
Corinaldo Drive	Block 32	Plan 62M-644
Fano Drive	Block 26	Plan 62M-714

- (b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEEi. Information Reports

The Committee was in receipt of a report dated 1994 January 25, from the Secretary, Transport and Environment Committee, respecting the subject matter.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date
1993 December 28	Murray Main Director of Traffic Services	Crockett Street and Upper Gage Avenue - School Crossing Guard	1994 January 14
1993 December 7	Murray Main Director of Traffic Services	Effect of 1993 "Lay-off Days" on Parking Enforcement Revenues	1994 January 14
1993 December	Murray Main Director of Traffic Services	Ontario Good Roads Association - 1994 Educational Calendar	1994 January 14
1993 December	Hamilton-Wentworth Region Special Projects Office	Red Hill Creek Expressway Progress Report No. 7	1994 January 14

ii. Urban Transportation Symposium

The Committee was in receipt of a report dated 1994 January 25, from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Chairman or his designate be authorized to attend the Urban Transportation Symposium to take place on 1994 April 24 to April 26 in Ottawa, Ontario; and,
- (b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

3. DIRECTOR OF PUBLIC WORKSAmendments to Streets By-law No. 86-77 - Depositing of snow on highways and streets.

The Committee was in receipt of a report dated 1994 January 25, from the Director of Public Works respecting proposed amendments to the Streets By-law No. 86-77 - depositing of snow on highways and streets. Mr. Firth-Eagland detailed the background of the report and stated that the intent was simply to authorize the ticketing of individuals who place snow or ice on the travelled portion of the road or obstruct the drainage to any drain or sewer or obstruct access to any fire hydrant.

The Committee expressed concern that home owners shovelling their driveways and sidewalks would be effected by this By-law and subject to harassment by City staff. Mr. Pavelka responded that this was not the intent of the amendment, and that it was directed at Commercial Operators clearing large areas on to the travelled portion of public roadways.

Following brief discussion, the Committee approved the following amended recommendation:

- (a) That the City Solicitor be authorized to apply to the Chief Judge of the Provincial Court for approval of short form wording regarding the depositing of snow on highways and streets; and,
- (b) That upon receipt of Provincial Court approval, the City's Chief Noise Control Officer be authorized to administer and issue tickets in the amount of \$105. to individuals operating snow removal vehicles in contravention of the City's Streets By-Law No. 86-77, respecting the depositing of snow and ice on highways and streets; and,
- (c) That the Streets By-Law No. 86-77, Section 7, Sub-Section 5, concerning the manner of removal of snow from private properties be amended to read as follows:

"While clearing snow, no person shall cause, permit or allow the placing or depositing of snow or ice on the travelled portion of any highway or obstruct drainage to any drain or sewer or obstruct access to any fire hydrant".

4. CHAIRMAN'S REPORT

Information on Alleys, Road Closures, Development Control and Encroachments. Discussion on Net Savings by Transferring back to City.

The Chairman addressed the Committee on the subject matter and indicated that the City pays the Region in the order of \$367,000. per year to oversee Alleys, Road Closures, Encroachments, Development Control, etc., and that there was a potential savings and procedural stream-lining by having these activities transferred to the Public Works Department in the City of Hamilton. Subsequently, the Committee approved the following recommendation:

That the Director of Public Works be directed to report back on the potential savings and procedural stream-lining of having the alley and road closures, development control and encroachments transferred from the Region back to the City of Hamilton's Public Works Department.

5. OTHER BUSINESS

The Committee agreed to move In-Camera to discussion the Private and Confidential Report respecting the Two-Man Sanitation Crews.

Following the In-Camera session the Committee moved out of Camera and approved the following recommendation:

That staff be directed to continue negotiations with C.U.P.E. Local 5 on the issue of Three-Man to Two-Man Sanitation Crews.

Note: Alderman Merling recorded as opposed.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1994 January 31

KCC/dbm

Tuesday, 1994 February 22
6:00 o'clock p.m.
Room 233, City Hall

2(A)(ii)

The Transport and Environment Committee met in special session.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow (City Business)

Also present: Alderman T. Cooke
Alderman G. Copps
Mr. J.J. Schatz, City Clerk/Acting Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. C. Firth-Eagland, Department of Public Works
Mr. D. Vyce, Director of Property
Mr. A. Ross, City Treasurer
Mr. J. Johnston, Commissioner of Human Resources
Ms. D. Jones, Human Resources
Mr. G. Aston, Roads Department
Mr. K. C. Christenson, Secretary

1. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

Rymal Square Estates, Phase 4, Zero Lot Maintenance Easements

The Committee was in receipt of a report dated 1994 February 18 from the Senior Director of Roads Department respecting the subject matter.

Mr. Aston reviewed the background of the report and following a brief discussion the Committee approved the following recommendation:

That the Subdivision Agreement for the registered plan of subdivision known as Rymal Square Estates, Phase 4, 62M-743, be amended, in a form satisfactory to the City Solicitor, with Rymal Square Developments Inc., the subdivider:

- (a) to authorize zero lot line maintenance easements originally required for Lots 18 to 31 be relocated on the opposite side of each lot to enable the subdivider to proceed with house construction;
- (b) that the Mayor and City Clerk be authorized to execute the Agreement;
- (c) that the subdivider, Rymal Square Developments Inc., be required to register said Amending Agreement on title.

2. DIRECTOR OF PUBLIC WORKS**1994 Proposed Reduction Packages****Sanitation Crews - 2 Person Crews**

The Committee was in receipt of a report dated 1994 February 22 from the Director of Public Works respecting two (2) man sanitation crews.

Mr. Johnston informed the Committee that C.U.P.E. Local 5 had met and voted on the issue of the two (2) man sanitation crews and that 85% of the union members present were in favour of the proposal.

Alderman Cooke questioned what impact this agreement would have on other employee groups whose jobs have changed, resulting in a greater work load due to departmental reorganization.

Mr. Johnston referred to Item 8 of the agreement stating that it was recognized by both parties that the new rate is not within the current job evaluation schedule, and that it is set without prejudice or precedent to the parties. He added that the Human Resources Department would not be reclassifying other positions on a general basis but reclassification would be considered on a case by case basis.

The Committee then discussed the need for additional capital expenditures for equipment as well as the depreciation factor on the existing equipment.

Following further discussion, the Committee approved the following recommendation:

- (a) That the Director of Public Works be authorized to implement a "two-man" crew format for the collection of garbage, in accordance with the "Memorandum of Understanding" between C.U.P.E. Local 5 and the City of Hamilton attached hereto as Appendix "A".
- (b) That at the end of a six month period following the implementation date, April 18, 1994, a review of the status of the implementation be undertaken for the consideration of further transitional costs.

3. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved

**ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE**

**K. C. Christenson
Secretary**

1994 February 22

KCC:br

2(BXi)1a

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

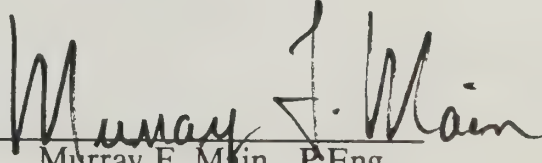
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Broughton Avenue - Parking Regulations. [TEC-28-94]

RECOMMENDATION:

- a) That an "Alternate Side Parking" regulation be implemented on Broughton Avenue between Grayrocks Avenue and Beaverbrook Avenue such that parking is prohibited:
- on the south and east sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the north and west sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 40 of the 50 one, two and three family dwellings abutting Broughton Avenue between Grayrocks Avenue and Beaverbrook Avenue requesting that an "Alternate Side Parking" regulation be implemented on Broughton. Thirty-nine of the 40 residents who signed the petition are in favour of the requested regulation and one is opposed.

Broughton has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident who circulated this petition has expressed concern regarding difficulties experienced by motorists attempting to enter and exit driveways to and from Broughton. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

The implementation of the requested regulation would result in the removal of parking from one side of the street for half the month but it would facilitate driveway access. Staff has selected the south side for the winter parking prohibition to provide a visibility clearance at the intersection of Ashridge and Broughton. Therefore, since 78 percent of the abutting residents support the requested parking regulation, the Traffic Department concurs with the request.

MT CVB
MT/CVB/kg

RYMAL

ROAD

E-2/S
1180

E-2

E-2

AA

DERBY STREET

GRAY ROCKS AVENUE

RT-10

OSSINGTON DRIVE

RT-10

BROUGHTON AVENUE

AVENUE

R-4

AA

AVENUE

ASHRIDGE PLACE

CADHAM

BOULEVARD

RT-10

BROUGHTON

TRANS CANADA PIPELINE EASEMENT

BEAVERBROOK

R-4

AVENUE

CHARNWOOD COURT

HARTLEIGH COURT

C

HAMILTON CITY LIMITS

261114

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 25

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

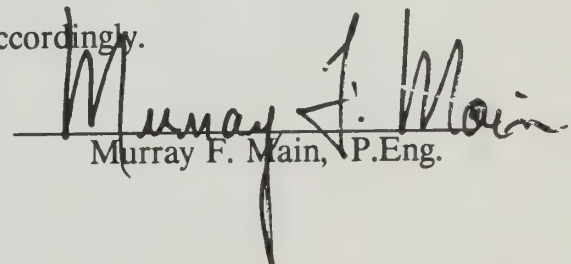
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

89 Chestnut Avenue - Request to Remove an Existing Wheelchair Loading Zone.
[TEC-29-94]

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Chestnut Avenue commencing at a point 564 feet south of Barton Street East and extending to a point 24 feet southerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

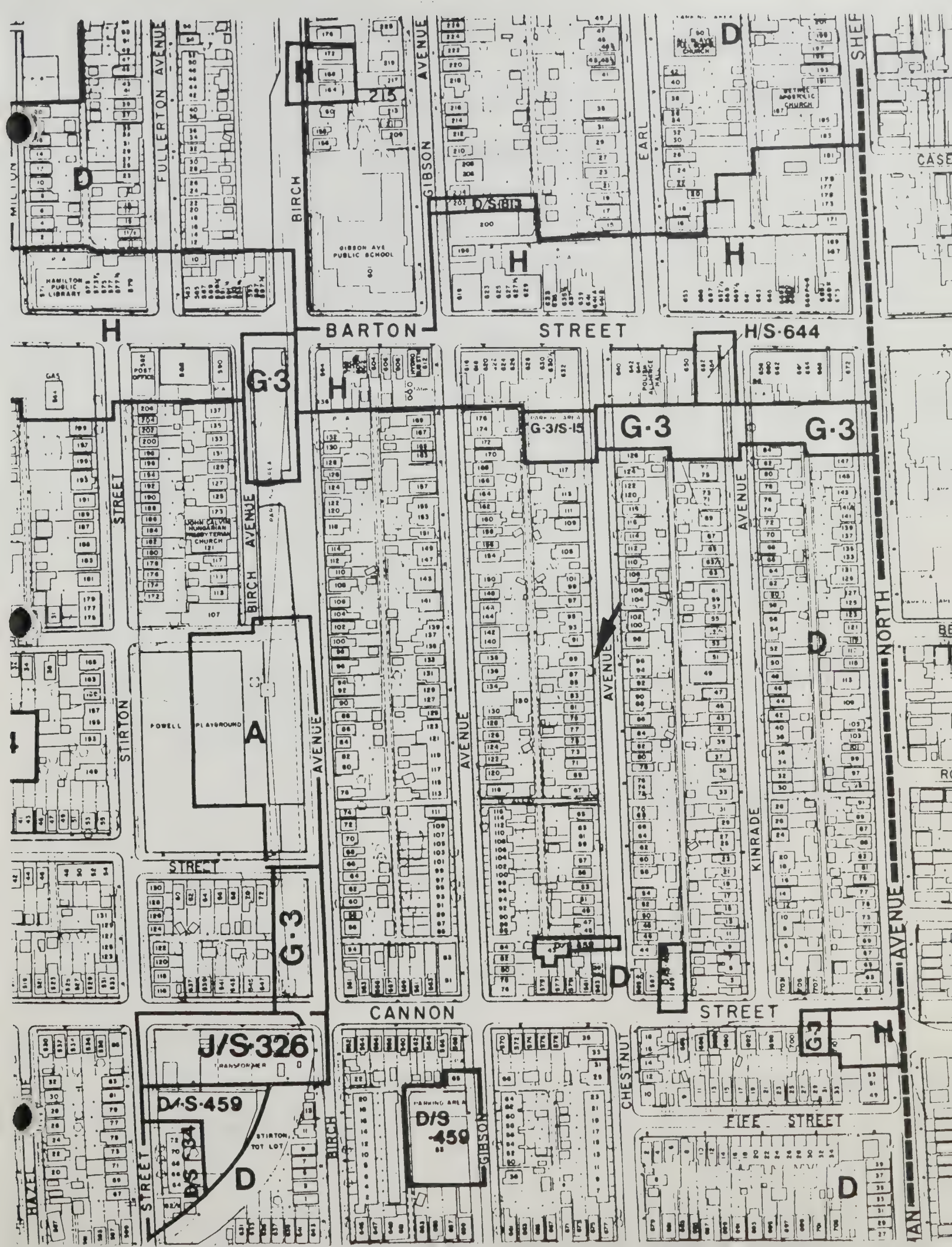
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Anne Dupuis, No. 89 Chestnut Avenue that the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation which is designated on the street in front of her home be removed since she is moving in mid February of this year. Therefore, the Traffic Department concurs with this request.

The removal of the subject regulation would restore one on-street parking space for half the month under the existing "Alternate Side Parking" regulation in this area.


MT/CVB/kg



MILVON
FULLERTON AVENUE
HAMILTON PUBLIC LIBRARY
978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

BIRCH
GIBSON AVE PUBLIC SCHOOL
BARTON STREET

GIBSON AVENUE
H
H/S-644

EARL
H
H/S-644

SHEP
CASE
WYTHE APOSTOLIC CHURCH

STIRTON STREET
GAS
POST OFFICE
199 198 197 196 195 194 193 192 191 190 189 188 187 186 185 184 183 182 181 180 179 178 177 176 175 174 173 172 171 170 169 168 167 166 165 164 163 162 161 160 159 158 157 156 155 154 153 152 151 150 149 148 147 146 145 144 143 142 141 140 139 138 137 136 135 134 133 132 131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

JOHN CALVIN HUNGARIAN REFORMED CHURCH
POWELL PLAYGROUND
A
BIRCH AVENUE
G-3

G-3/S-15
176 174 172 170 168 166 164 162 160 158 156 154 152 150 148 146 144 142 140 138 136 134 132 130 128 126 124 122 120 118 116 114 112 110 108 106 104 102 100 98 96 94 92 90 88 86 84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

AVENUE
G-3
126 124 122 120 118 116 114 112 110 108 106 104 102 100 98 96 94 92 90 88 86 84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

KINRADE AVENUE
G-3
84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

NORTH AVENUE

STIRTON STREET
131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

G-3
D/S-384
D

AVENUE
116 114 112 110 108 106 104 102 100 98 96 94 92 90 88 86 84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

AVENUE
116 114 112 110 108 106 104 102 100 98 96 94 92 90 88 86 84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

KINRADE AVENUE
116 114 112 110 108 106 104 102 100 98 96 94 92 90 88 86 84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

NORTH AVENUE

HAZEL STREET
131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

J/S-326
D/S-459
D/S-384
D

CANNON STREET
D/S-459
D

CHESTNUT STREET
131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

FREE STREET
131 130 129 128 127 126 125 124 123 122 121 120 119 118 117 116 115 114 113 112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90 89 88 87 86 85 84 83 82 81 80 79 78 77 76 75 74 73 72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

NORTH AVENUE

2(B)(1)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 February 07

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

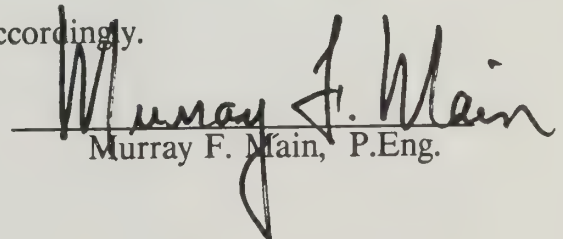
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 411 Upper Wentworth Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-31-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Crockett Street commencing at a point 59 feet east of Upper Wentworth Street and extending to a point 26 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Laplante, No. 411 Upper Wentworth Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

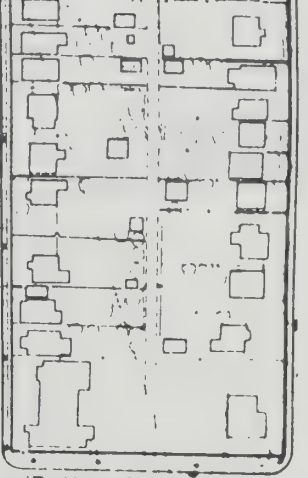
BACKGROUND:

The Traffic Department has received a request from Mrs. Laplante, No. 411 Upper Wentworth Street, that a reserved "Permit Parking" space be designated on the north side of Crockett Street beside her home since she is disabled.

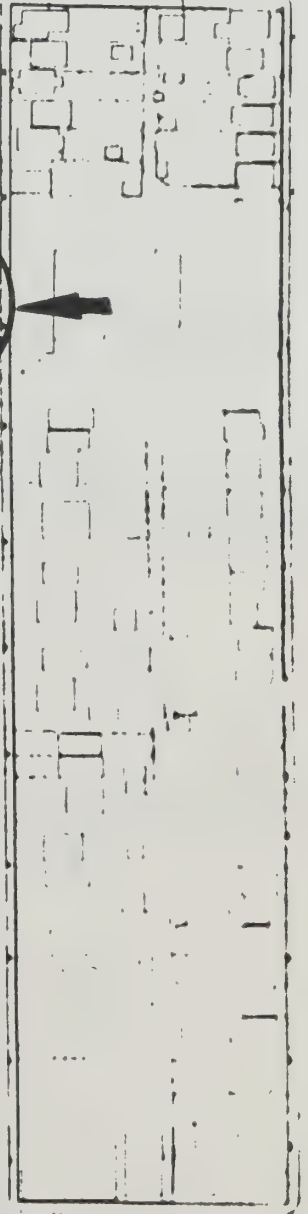
Crockett has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a "No Stopping" corner clearance on the south side of the street immediately east of Upper Wentworth.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Laplante possesses a valid permit. An investigation has revealed that there is off-street parking which is accessible via the alleyway at the rear of the property. However, access via the alleyway might be difficult during the winter months. Therefore, the Traffic Department concurs with the request.


MT/CVB/kg



INVERNESS AV E

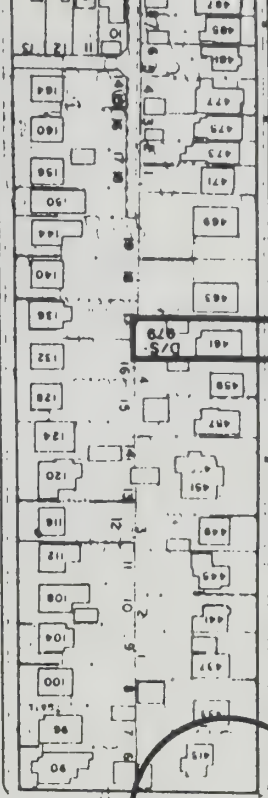


CONCESSION

UPPER

WENTWORTH

ATLANTIC AVENUE



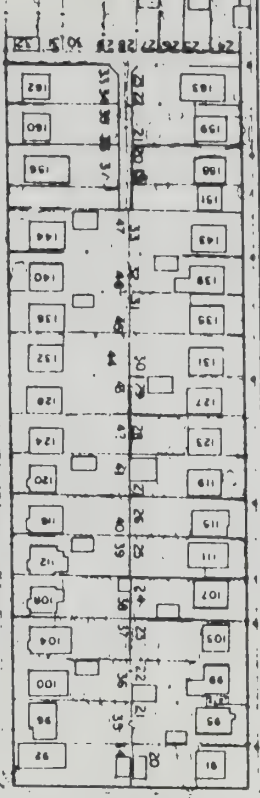
EAST

TWENTY

FIRST

STREET

G-3

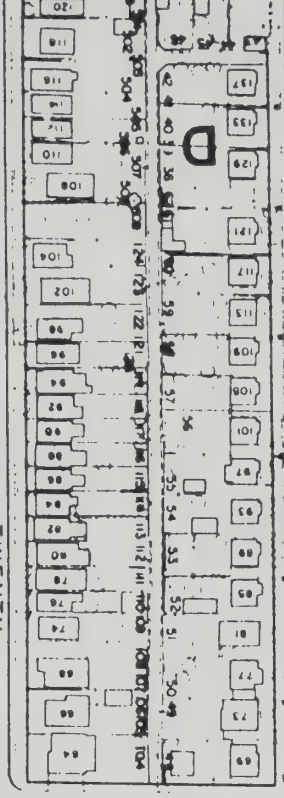


EAST

TWENTY

SECOND

STREET

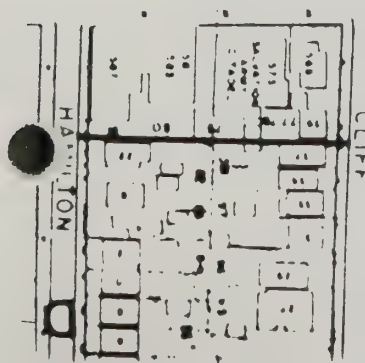
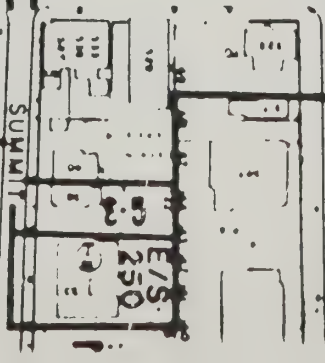
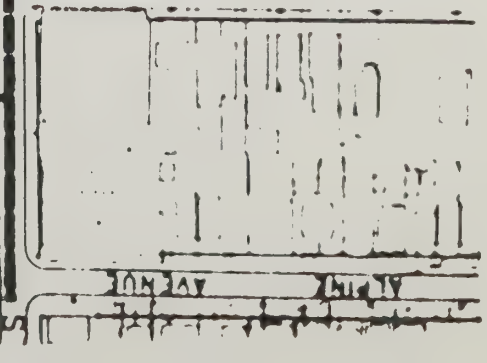
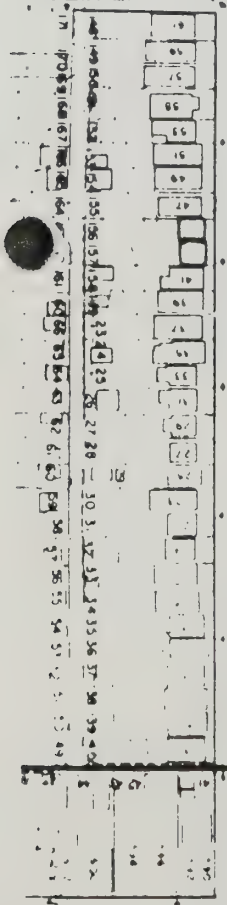
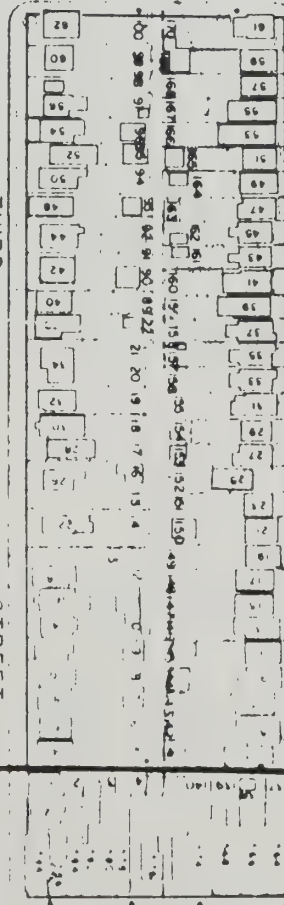
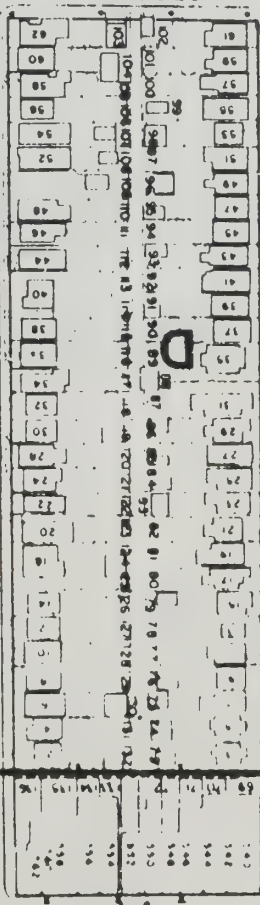
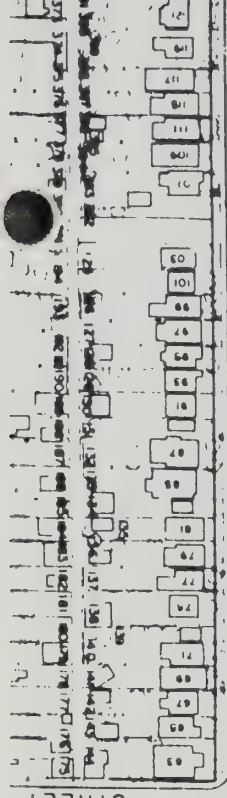


EAST

TWENTY

THIRD

STREET



26XIXA)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

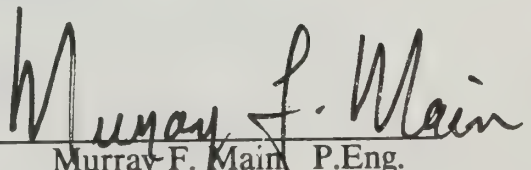
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Cloverhill Road and Brantdale Avenue - Corner Clearance. [TEC-34-94]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of Brantdale Avenue commencing at a point 86 feet west of Cloverhill Road and extending to a point 70 feet east of Cloverhill Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received concerns regarding visibility at the intersection of Cloverhill and Brantdale. An investigation has revealed that parked vehicles on the north side of Brantdale both east and west of Cloverhill do obstruct visibility for southbound motorists on Cloverhill attempting to enter Brantdale. Therefore, the Traffic Department recommends that corner clearances be implemented at this intersection.

Staff has contacted representatives from both of the residential properties which abut this area and both support the proposed corner clearances.

The implementation of the proposed regulation will result in a loss of approximately five legal on-street parking spaces. However, since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/MH/ca



FIFTH STREET

GATEVIEW DRIVE

INVERNESS COURT

CRESCENT

CLAREMONT

INVERNESS AVENUE

BARKER AVE

SOUTHAM PARK

TANNER ST

WEST

DUFF CT

DUFF STREET

QUEENSDALE AVE

PARK

BRANDDALE AVENUE

BRANDDALE AVENUE

BRUCEDALE AVE

CLOVERHILL

GLENWOOD CR

SECOND

BRANDDALE PBL SCHOOL



CITY OF HAMILTON

26XIXe)

- RECOMMENDATION -

DATE: 1994 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Hudson Court between Columbia Drive and the westerly end of Hudson Court - Parking Regulations. [TEC-35-94]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Hudson Court commencing at Columbia Drive and extending to the westerly end including the bulb of the court; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each permit would off-set the cost to some degree.

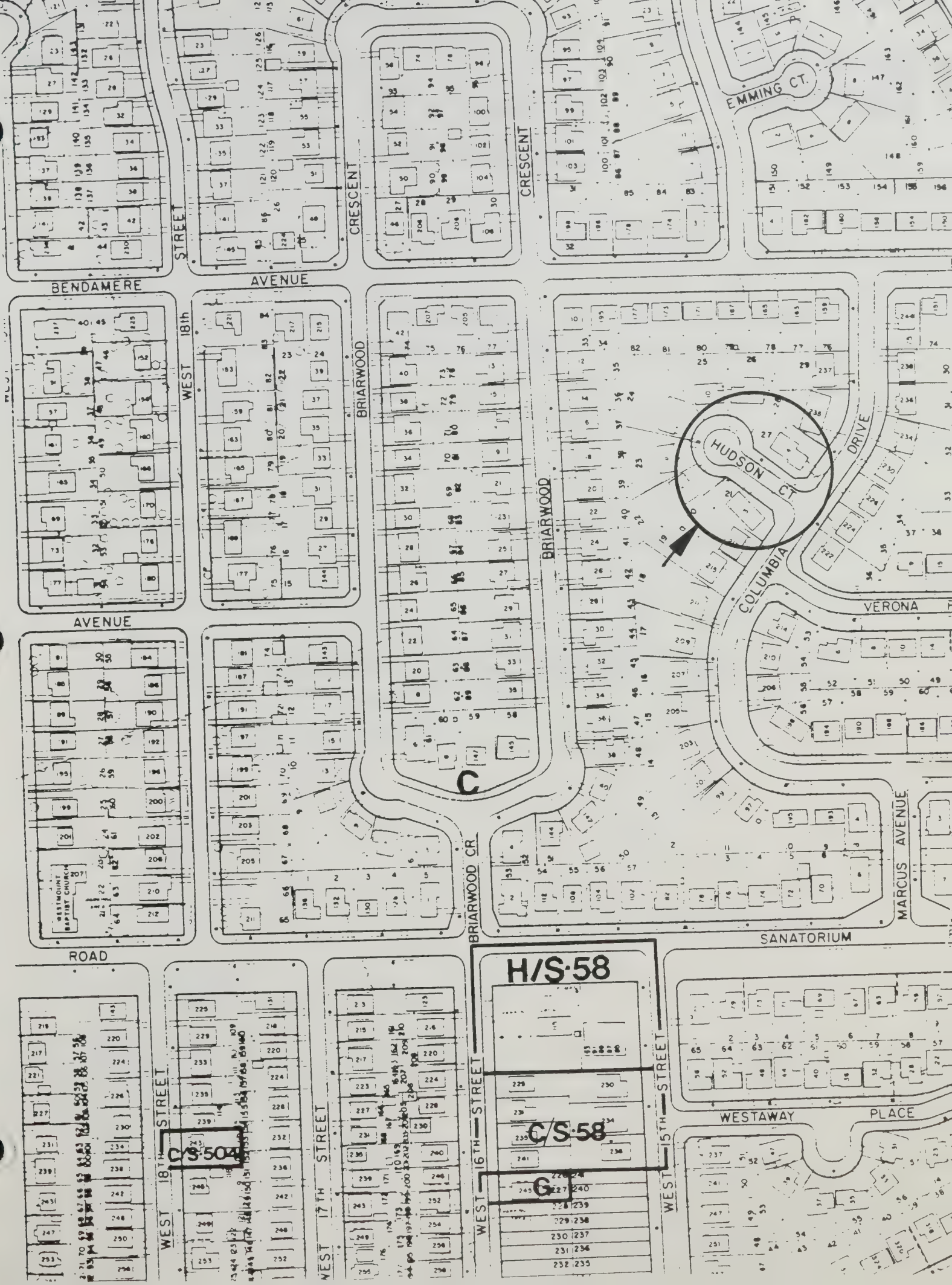
BACKGROUND:

The Traffic Department received a petition signed by representatives of all of the seven residential properties abutting Hudson Court between Columbia Drive and the westerly end, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. All of the residents who signed the petition are in favour of the requested regulation.

Hudson Court has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since all of the abutting residents support the requested time limit regulation, the Traffic Department concurs with the request.


MT/CVB/kg



BENDAMERE

AVENUE

AVENUE

ROAD

WEST 18th STREET

WEST 17th STREET

WEST 16th STREET

WEST 15th STREET

H/S-58

C/S-58

G

SANATORIUM

WESTAWAY

PLACE

HUDSON CT

VERONA

MARCUS AVENUE

EMMING CT.

CRESCENT

CRESCENT

BRIARWOOD

BRIARWOOD

WEST 18th

DRIVE

COLUMBIA

PL

RESTON CHURCH

C/S-504

2(BX)(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

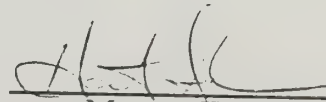
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Richwill Road between West 5th Street and West 3rd Street - Parking Regulations. [TEC-36-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Richwill Road between West 5th Street and West 3rd Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

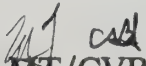
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each permit would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of five of the 14 residential properties abutting Richwill Road between West 5th Street and West 3rd Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this area. All of the residents who signed the petition are in favour of the requested regulation. Staff has contacted three additional residents who stated that they support the requested regulation and two additional residents have no opinion.

Richwill Road has a 28 foot pavement width, and presently, there is unrestricted parking on the north side of the street as well as a parking prohibition on the south side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 57 percent of the abutting residents support the requested time limit regulation, the Traffic Department concurs with the request.


MT/CVB/kg



FIFTH STREET

MOHAWK ROAD

RICHWILL ROAD

ROAD

WEST

ATHENS STREET

AMANDA STREET

CALEDON AVENUE

CHURCH

E-2

G-

H

2(BXiXg)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

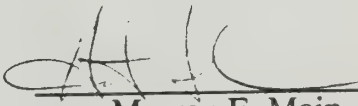
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Sherman Avenue South between Cumberland Avenue and Delaware Avenue - Parking Regulations. [TEC-38-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Sherman Avenue South between Cumberland Avenue and Delaware Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli has advised that he wishes to initiate a parking prohibition on the west side of Sherman between Cumberland and Delaware due to several complaints regarding obstructed two-way traffic flow and difficulties entering and/or exiting driveways caused by vehicles parking on both sides of this street.

Sherman has a 28 foot pavement width, and presently, there is unrestricted parking except for a "No Parking, 8:00 a.m. to 12:00 noon, second Thursday of each month, April to

November regulation on the west side and a "No Parking", 8:00 a.m. to 12:00 noon, 2nd Wednesday of each month, April to November" regulation on the east side of the street in this block. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. An investigation has revealed that approximately 75% of the residents have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

The implementation of the requested regulation would result in the prohibition of parking from the west side of the street at all times. Parking would be prohibited on both sides of the street for half a day each month between April and November.


CVB/MH/ca



2(BX:Yh)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee


FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of Oriole Crescent between Martha Street and Glengrove Avenue - Parking Regulations. [TEC-39-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Oriole Crescent between Martha Street and Glengrove Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

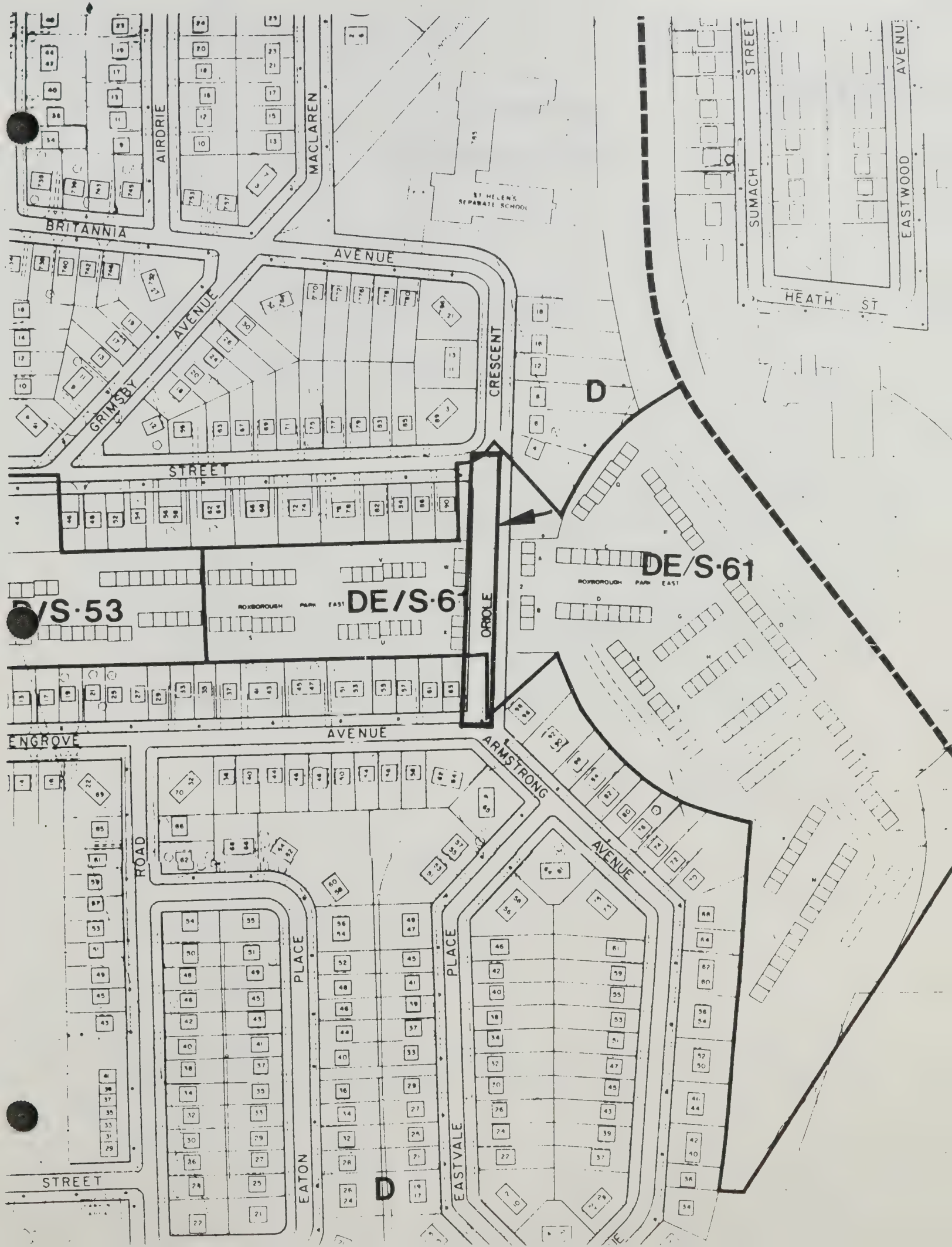
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 13 of the 15 one, two and three family dwellings abutting Oriole Crescent between Martha Street and Glengrove Avenue requesting that a "No Parking" regulation be implemented on the west side of the street in this area. Ten of the 15 residents who signed the petition are in favour of the requested regulation and three are opposed. Four additional residents who signed the petition favour the requested regulation but do not abut this portion of the street.

Oriole Crescent has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. There is also an existing "No Parking" regulation on the west side of Oriole one block to the north. The resident who circulated the current petition has expressed concern regarding parked vehicles on both sides of the street which obstruct two-way traffic flow and driveway access.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MT/CVB/kg



2(0Xixi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Leeming Street adjacent to No. 431 Cannon Street East - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-40-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of Leeming Street which commences at a point 31 feet north of Cannon Street East and extends to a point 18 feet northerly therefrom, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a request by Randy Desnoyers, proprietor of a business at No. 431 Cannon Street East, that the existing reserved "Permit Parking" space on the east side of Leeming be removed since he requires on-street parking in this area.

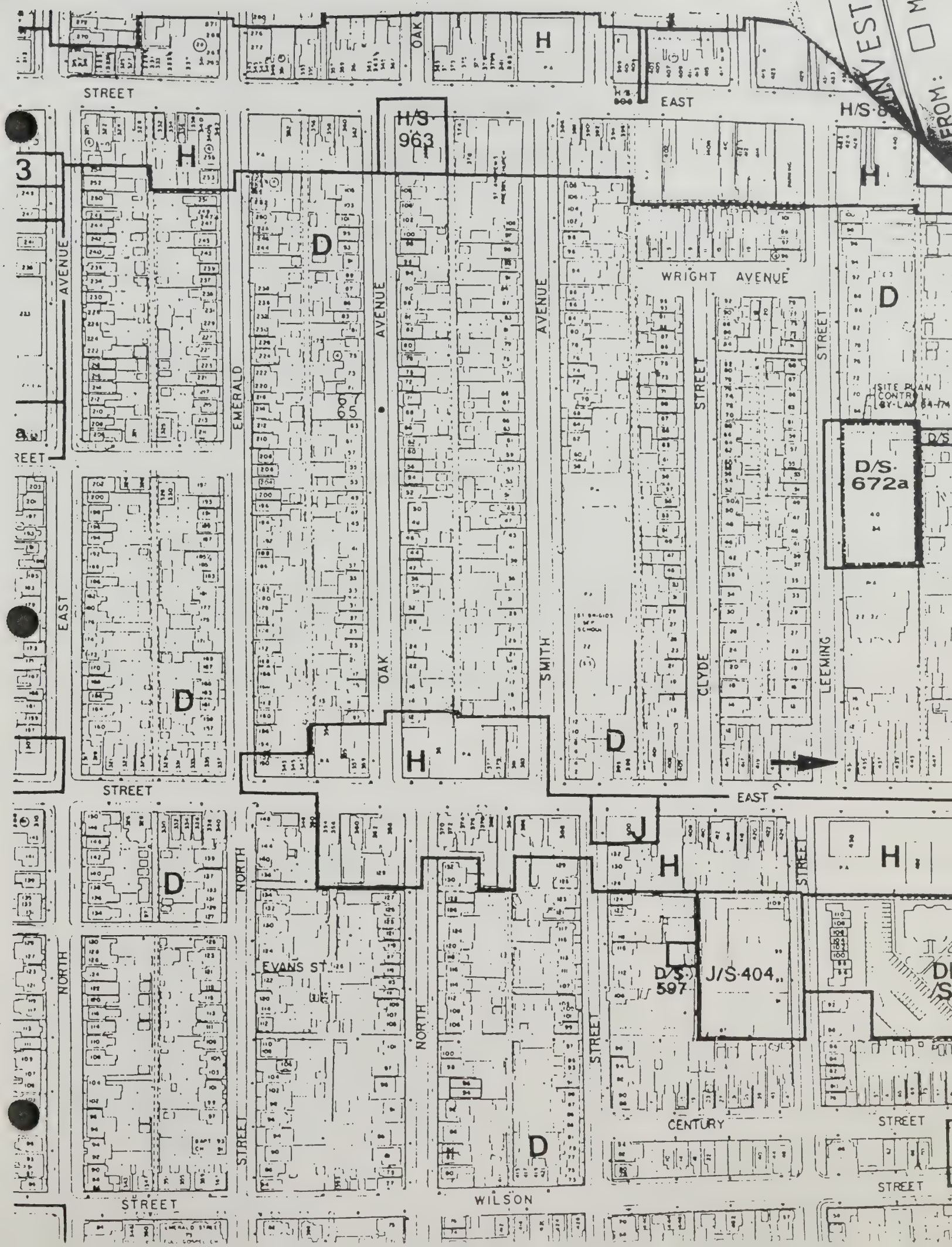
Leeming has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation on the street in this area.

In October 1993, the City Council approved a recommendation to implement a reserved "Permit Parking" space on the east side of Leeming adjacent to No. 431 Cannon Street East, for Maria Cino, No. 13 Leeming Street since it is normal practice to designate a reserved "Permit Parking" space on both sides of the street with an existing "Alternate Side Parking" regulation. It was indicated that Mr. Desnoyers supported the request at that time.

Staff has advised Mrs. Cino that Mr. Desnoyers no longer supports the reserved "Permit Parking" space beside his building.

Removing the subject regulation will restore two legal on-street time limit parking spaces on the east side of Leeming in this area for half the month. Mrs. Cino will continue to have a reserved "Permit Parking" space on the west side of the street for half the month and should another resident on the east side of the street agree, the reserved "Permit Parking" regulation could be restored. Mrs. Cino is also presently eligible to purchase a time limit exemption permit to exempt her vehicle from the existing time limit regulation in this area. Therefore, since the abutting property owner has requested that the regulation be removed, and there is on-street parking in the existing time limit regulation in conjunction with the "Alternate Side Parking" regulation in this block, the Traffic Department has no serious objection to this request.


MT/CVB/kg



STREET

EAST

H/S 8

3

AVENUE

H/S 963

D

AVENUE

AVENUE

WRIGHT AVENUE

STREET

STREET

SITE PLAN
CONTR
BY-LAW 64-74

D/S 672a

STREET

EAST

D

H

D

CLYDE

LEEWING

REET

EAST

3

AVENUE

3

STREET

3

EMERALD

OAK

SMITH

H

D/S 597

J/S 404

H

STREET

WILSON

CENTURY

STREET

STREET

NORTH

NORTH

EVANS ST

NORTH

STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

STREET

2(BXiXj)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 February 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Valecrest Avenue between Princeton Drive and the Elmhurst Drive - Parking Regulations.
[TEC-42-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Valecrest Avenue between Princeton Drive and Elmhurst Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

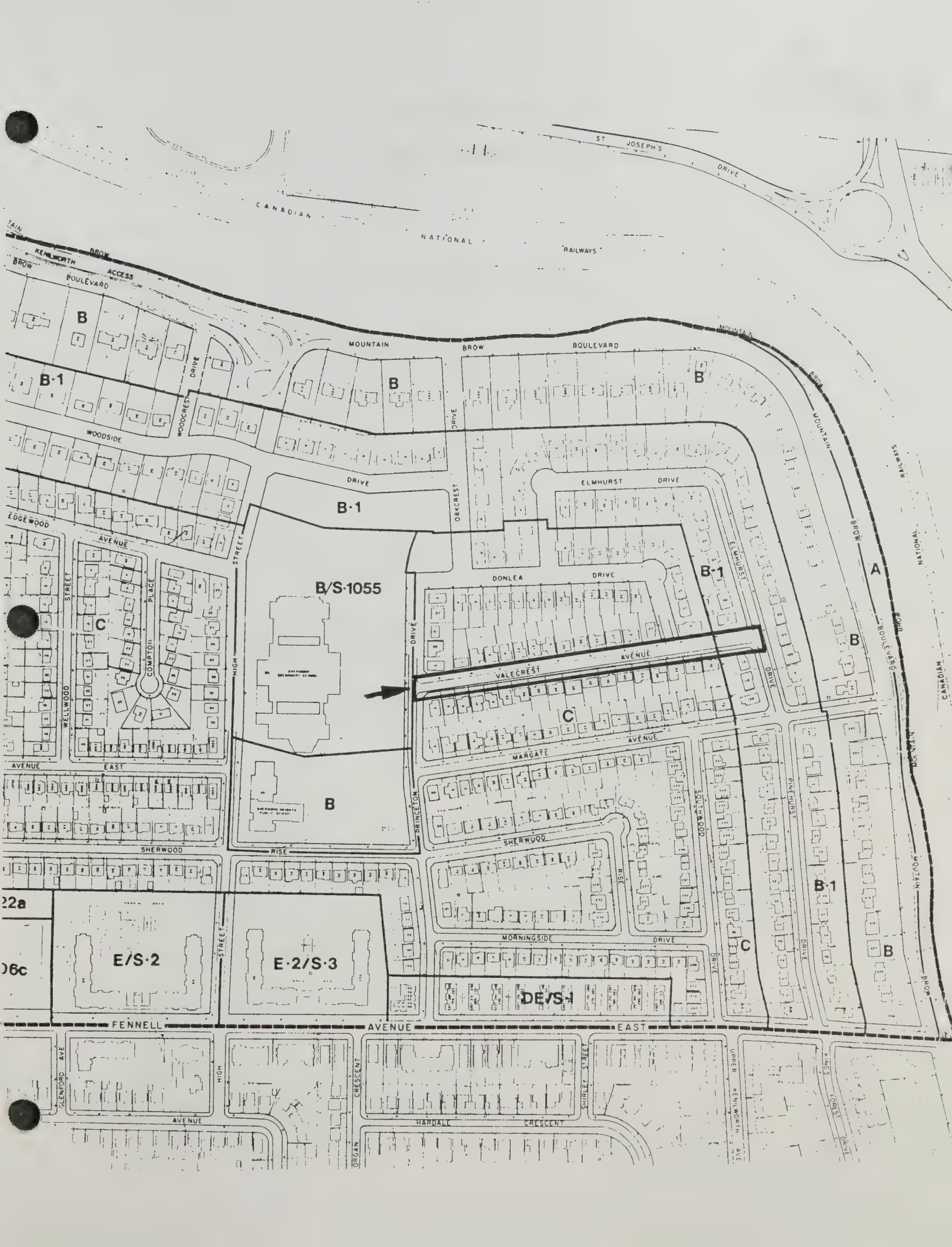
BACKGROUND:

Alderman Bob Charters was involved in the circulation of a petition signed by representatives of 25 of the 35 family dwellings abutting Valecrest Avenue between Princeton Drive and Elmhurst Drive, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. Alderman Tom Jackson also contacted the Traffic Department regarding this matter. Twenty-four of the 25 residents who signed the petition are in favour and one has no opinion regarding the requested regulation.

Valecrest Avenue has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Sherwood Secondary School.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 69 percent of the abutting residents support the requested time limit regulation, the Traffic Department concurs with the request.


MT/CVB/kg



213X1114

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

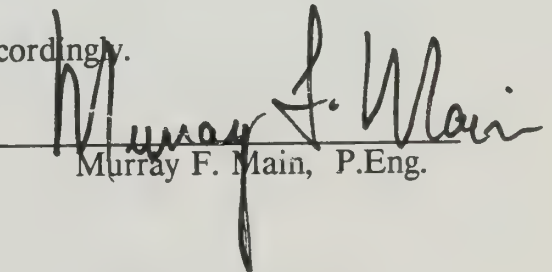
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Beechwood Avenue and Cavell Avenue - Intersection Control. [TEC-16-94]

RECOMMENDATION:

- a) That no action be taken on the request for four-way stop control at the intersection of Beechwood Avenue and Cavell Avenue; and
- b) That a "No Stopping" corner clearance be implemented on the south side of Beechwood Avenue commencing at Cavell Avenue and extending to a point 50 feet westerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop control at intersections such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually. Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

Alderman Don Drury and Alderman Bernie Morelli have advised of a survey they conducted of 16 residents which indicated that 15 are in favour and one is opposed to having four-way stop control implemented at the intersection of Beechwood Avenue and Cavell Avenue.

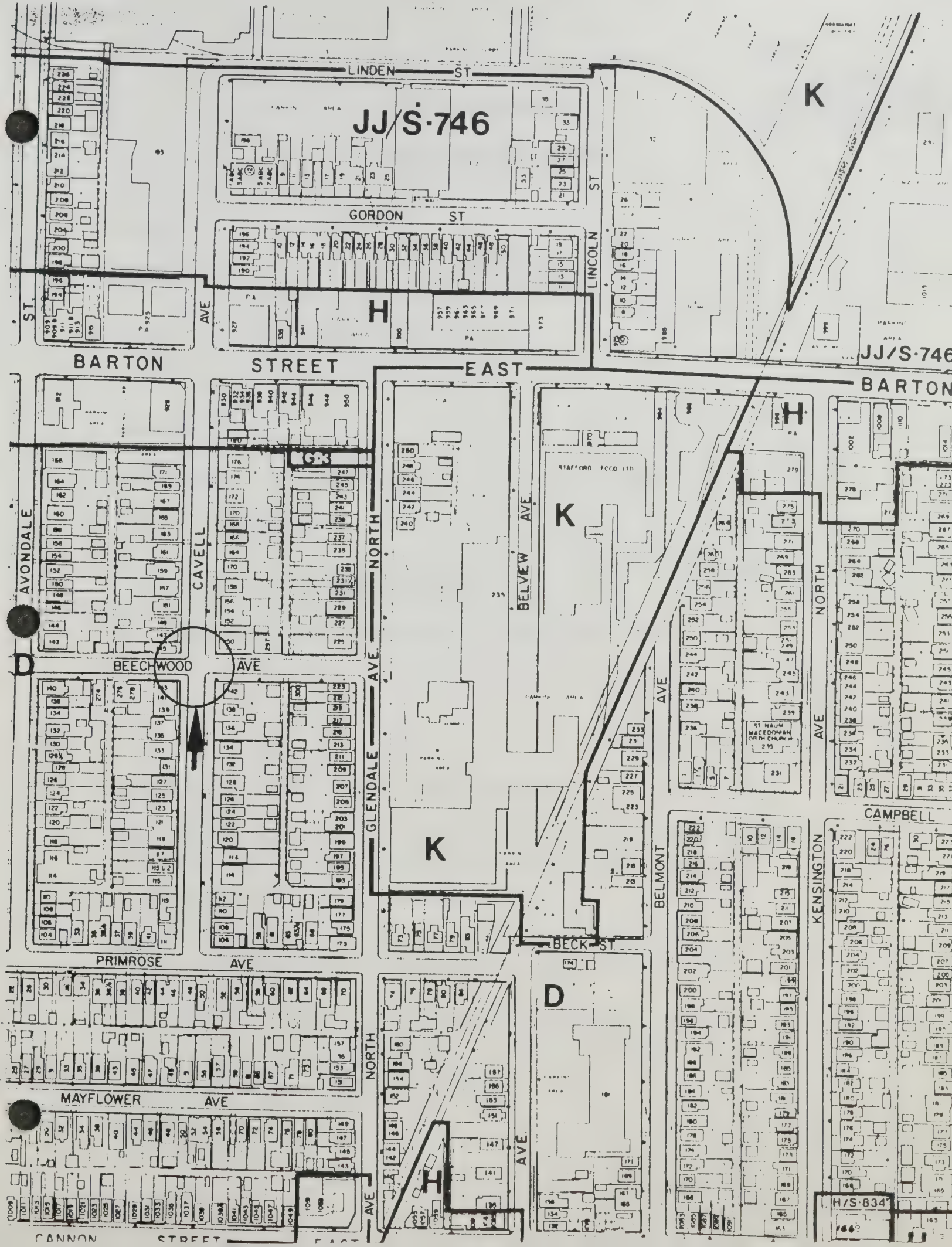
The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Cavell is required to stop for eastbound and westbound traffic on Beechwood. Traffic Department records indicate that there has been an average annual reported collision rate of 0.7 over the past seven years. This is a good collision record for this type of intersection.

The Traffic Department has assessed this request and has its usual concerns respecting unwarranted stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by motorists to the extent that the observation of stop signs is deteriorating every year.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at the intersection of Beechwood and Cavell.

Notwithstanding, an investigation has revealed that it would be appropriate to erect a "No Stopping" corner clearance on the south side of Beechwood immediately west of Cavell, to improve visibility of eastbound traffic on Beechwood for northbound motorists on Cavell. The implementation of the corner clearance would result in the loss of only one legal on-street parking space. However, since virtually all area residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

MT/CVB/kg



JJ/S-746

K

GORDON ST

H

LINCOLN ST

BARTON STREET

EAST

JJ/S-746

BARTON

AVONDALE

CAVELL

GLENDALE AVE

NORTH

BELVIEW AVE

K

NORTH AVE

BEECHWOOD AVE

AVE

K

BELMONT AVE

KENSINGTON

CAMPBELL

PRIMROSE AVE

AVE

BECK ST

D

MAYFLOWER AVE

AVE

NORTH AVE

AVE

CANNON

STREET

H/S-834

203X1110

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

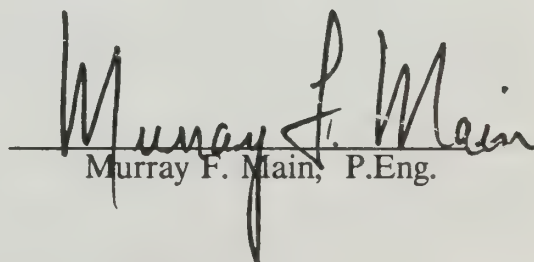
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Princeton Drive and Valecrest Avenue - Intersection Control. [TEC-24-94]

RECOMMENDATION:

- a) That westbound traffic on Valecrest Avenue be required to stop for northbound and southbound traffic on Princeton Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson recently asked the Traffic Department to investigate the feasibility of implementing all-way stop control at the intersection of Princeton and Valecrest.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department has concluded that all-way stop control is not warranted but that it would be appropriate to implement a westbound stop on Valecrest at Princeton on the stem of this "T" intersection.

CVB/MH/ca



218XiiXc

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 03

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

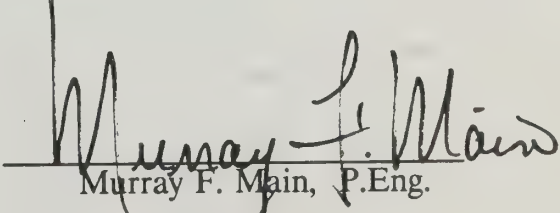
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Ossington Drive and Upper Gage Avenue - Intersection Control. [TEC-32-94]

RECOMMENDATION:

- a) That westbound traffic on Ossington Drive be required to stop for northbound and southbound traffic on Upper Gage Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised the Traffic Department of a request from Ron Pankhurst, No. 34 Beaverbrook Avenue, that stop control be implemented at the intersection of Ossington Drive and Upper Gage Avenue.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that westbound traffic on Ossington be required to stop for northbound and southbound traffic on Upper Gage.

2/1
MT/CVB/kg

26Xii/94

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 4

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

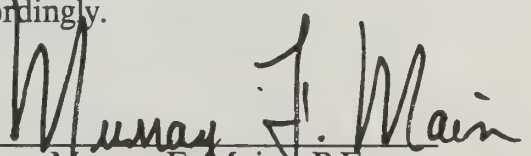
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Rebecca Street, east of John Street North - Request for a Loading Zone [TEC-33-94]

RECOMMENDATION:

- (a) That a "No Parking-Loading Only" regulation be implemented on the north side of Rebecca Street commencing at a point 93 feet east of John Street North and extending to a point 45 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required "No Parking-Loading Only" signs. There will be some loss of revenue associated with the loss of two metered parking spaces.

BACKGROUND:

The Traffic Department has received a letter from the Trentway-Wagar Transit Company requesting the establishment of a loading area on the north side of Rebecca Street as close as possible to the main entrance to the Bus Terminal. Trentway-Wagar have re-established a bus parcel express service to the bus terminal and require an area for the public to stop

vehicles momentarily while carrying packages to and from the parcel express desk within the terminal.

Presently, there are seven metered parking spaces and four taxi stand spaces on the north side of Rebecca in this block. The Traffic Department has received some calls from the public expressing concern that there are insufficient spaces for the public, and that the spaces reserved for taxis are often empty or under utilized. However, representatives of the bus terminal have advised that they support the provision of a loading space since there is a need for a loading zone. It is the policy of the operators of the terminal to not allow private vehicles on the terminal property. Trentway-Wagar states that the on-street spaces will be used by several bus companies, and have been advised that the spaces cannot be reserved exclusively for persons sending or receiving packages. Therefore, while the loading zone may frequently be occupied by motorists waiting for bus passengers, the Traffic Department supports this request on an experimental basis.

MH/jd

2(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 22

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Appointment of Municipal Weed Inspectors
(PW94.1032)

RECOMMENDATION:

That the City Solicitor be authorized and directed to amend By-Law 87-144, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 24 inspectors:

R. Aldridge
A. Boers
P. Booker
R. Boutcher
J. Bovaird
D. Boyer
R. Campanella
D. Cowan

R. Del Conte
R. Farthing
C. Gibbs
R. Guenther
L. Major
A. Mancini
A. Marshall
T. Perry

D. Pomfret
J. Pook
R. Pyne
S. Taylor
P. Tompkins
J. Turner
A. Unelli
R. Yanke



D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Copy of DRAFT By-Law attached.

To respond to complaints during the season, it is necessary to appoint weed inspectors to enforce The Weed Control Act. The Provincial Government requires that the City of Hamilton Municipal Weed Inspectors be appointed on an annual basis.

DL:bg
Attch.

cc: Ms. P. Noé Johnson,
City Solicitor
Law Department

The Corporation of the City of Hamilton

BY-LAW NO. 94-

To Amend

By-law No. 87-144

Respecting:

MUNICIPAL WEED INSPECTORS

WHEREAS By-law No. 87-144, passed on the 12th day of May 1987, provided for the appointment of Municipal Weed Inspectors under subsections 6(1) and 8(1) of the Weed Control Act, R.S.O. 1980, Chapter 530, (now R.S.O. 1990, Chapter W.5);

AND WHEREAS By-law No. 87-144 was amended by By-law No. 92-106;

AND WHEREAS it is intended to revise the list of appointed Municipal Weed Inspectors;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. Section 2 of By-law No. 92-106 is repealed and the following substituted therefor:

"2. The following persons are hereby appointed Municipal Weed inspectors to enforce the Weed Control Act in the City of Hamilton.

R. Aldridge	R. Dei Conte	D. Pomfret
A. Boers	R. Farthing	J. Pook
P. Booker	C. Gibbs	R. Pyne
R. Boutcher	R. Guenther	S. Taylor
J. Bovaird	L. Major	P. Tompkins
D. Boyer	A. Mancini	J. Turner
R. Campanella	A. Marshall	A. Unelli
D. Cowan	T. Perry	R. Yanke

2. In all other respects, By-law No. 87-144 is hereby confirmed, unchanged.

PASSED this _____ day of _____, 1994.

CITY CLERK

MAYOR

2(0xi)

CITY OF HAMILTON
- RECOMMENDATION -

FEB 18 1994

DATE: 1994 February 18

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Sale of Lands to the Region
Part of 1123 and 1129 Upper Wentworth Street for
Roadway Purposes

RECOMMENDATION:

- a) That an Offer to Purchase, executed by Regional Officials, on 1994 February 7 and scheduled for closing on or before 1994 May 2, for the purchase by the Regional Municipality of Hamilton-Wentworth of part of Lot 10, Concession 7, formerly in Barton Township, now in the City of Hamilton, having a frontage along the easterly limit of Upper Wentworth Street of 177.99 feet (54.254 metres) more or less, by a depth of 27 feet (8.245 metres) more or less, shown as Parts 2 to 7 on Plan 62R-8965, be approved and completed and the funds derived from this sale of \$13,860 be credited to Account No. CH 4X501 00102 (Property Sales - Reserve for Property Purchases).
- b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The City of Hamilton purchased these lands in 1987 for the sum of \$13,860 for the construction of sidewalks on Upper Wentworth Street. Subject lands formed part of the properties known as 1123 and 1129 Upper Wentworth Street. The lands are being purchased by the Region at cost to be incorporated into the road allowance of Upper Wentworth Street adjacent to the Freeway overpass.

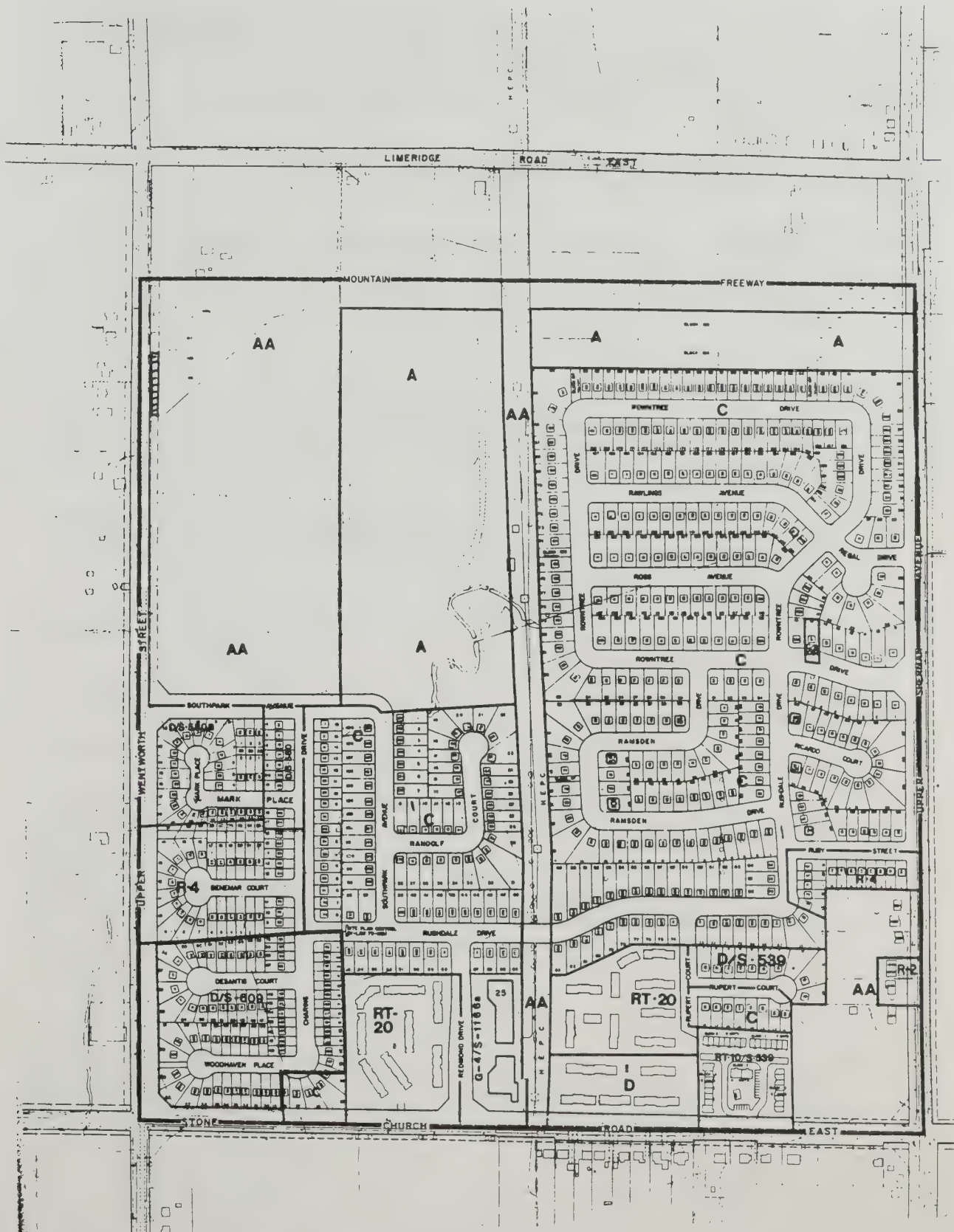
AC/nw
Attach.

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

John van der Mark, Director, Predesign and Special Projects, Roads Department



OFFER TO PURCHASE

I/We THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

of the City of Hamilton,

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 10, Concession 7, formerly in Barton Township, now in the City of Hamilton, having a frontage along the easterly limit of Upper Wentworth Street of 177.99 feet 54.254 metres) more or less, by a depth of 27 feet (8.245 metres) more or less, shown as Parts 2 to 7 on Plan 62R-8965. Subject parcel formed part of the properties known as 1123 and 1129 Upper Wentworth Street.

at the price of THIRTEEN THOUSAND EIGHT HUNDRED AND SIXTY----- DOLLARS (\$13,860.00) of lawful money of Canada, payable as follows:-

- (a) The balance of the purchase price namely THIRTEEN THOUSAND EIGHT HUNDRED AND SIXTY-----
----- DOLLARS (\$13,860.00)

with interest as hereinafter provided, and subject to adjustments, by cheque on the closing of this transaction.

Forming part of this Option to Purchase are Schedule(s) A attached hereto.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 15th day of March 1994, by a letter mailed or delivered to the Purchaser at c/o Mr. R. Roszell, Commissioner of Legal Services, 1 James Street South, 8th Floor, Hamilton, Ontario L8P 4R5.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed on or before the 2nd day of May, 1994.
8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.
11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at *City of Hamilton* this *7th* day of *February* 19*94*

SIGNED, SEALED AND DELIVERED

in the presence of

FINANCIAL
CONTENT
APPROVED
BY
[Signature]
FINANCE

OFFICE OF THE CLERK
APPROVED BY COUNCIL

DATE *February 11/94*
REPORT *3-94* ITEM *6 TSC*
INTL *PS* YEAR/FILE *94-051*

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
) *[Signature]* (Seal)
) REGIONAL CHAIRMAN
) *[Signature]* (Seal)
) REGIONAL CLERK
)
)
)
) *[Signature]* (Seal)
) ~~CITY CLERK OF HAMILTON~~

THE CORPORATION OF THE
CITY OF HAMILTON

)
)
) *[Signature]* (Seal)
) MAYOR
)
)
) *[Signature]* (Seal)
) CITY CLERK
)
)
) *[Signature]* (Seal)

SCHEDULE "A"

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING ACT

SCHEDULE				
PART	INSTRUMENT No	LOT	CONCESSION	AREA
1	368340 A.B.	10	7	1544.1m ²
2	REMAINDER OF	10	7	775.4 m ²
3	41807 BAR			109.8 m ²
4	& 43061 BAR			11.0 m ²
5				89.7 m ²
6	104782 C.D.			68.7 m ²
7				5.8 m ²

RECEIVED AND DEPOSITED

DATE 11/1/56
Wm Fleming ASIR

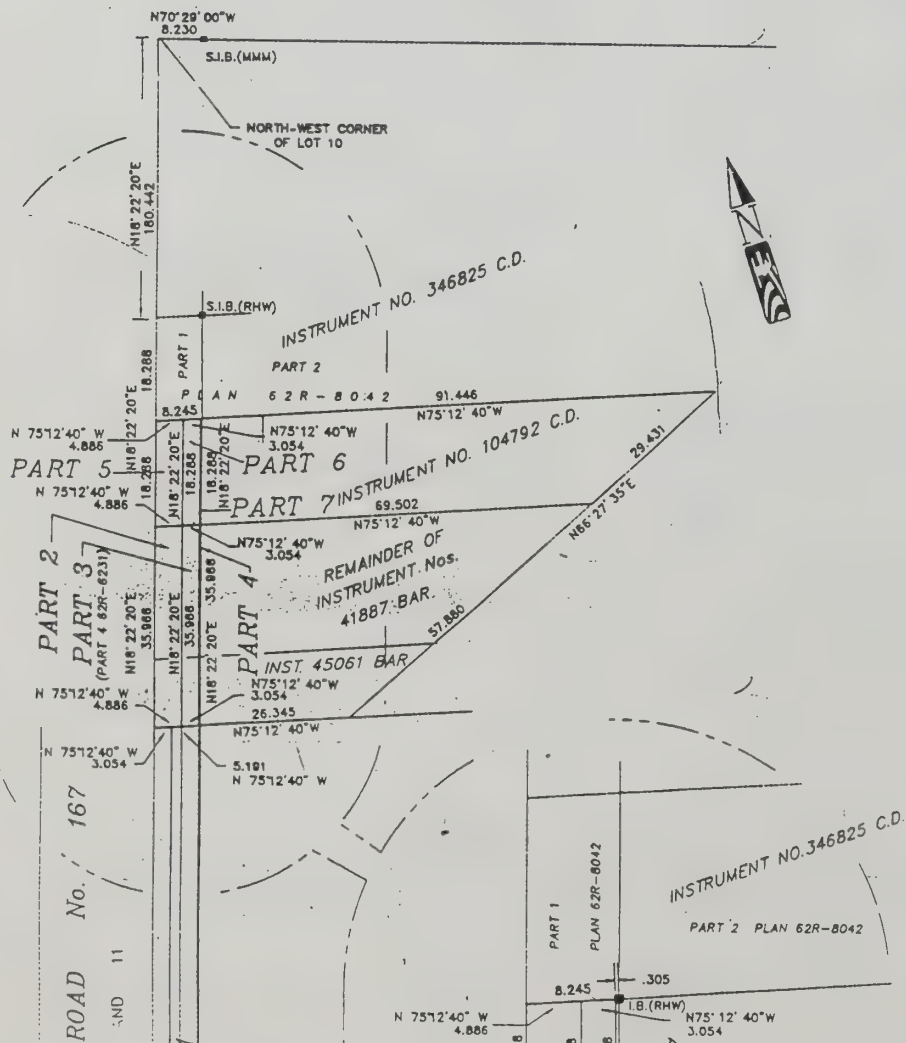
I REQUIRE THIS PLAN TO BE DEPOSITED

DATE June 23, 1987

Back check

M. A. CHIDLEY
REGIONAL SURVEYOR

ROAD ALLOWANCE BETWEEN CONCESSIONS 6 AND 7



2 (0Xii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Sale of Road Allowance - West side of
Upper Kenilworth Avenue, south of
Limeridge Road to the abutting owners

RECOMMENDATION:

- a) That an Offer to Purchase (Highway Closure), executed by Stanley Charkot and Alicia Charkot, on 1994 February 14 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 154 Solomon Crescent, containing 88.2 square metres (949.4 square feet) more or less, shown as Parts 12, 13 and 30 on Plan 62R-11488, be approved and completed and the funds derived from this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).
- b) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- c) That an Offer to Purchase (Highway Closure), executed by Dimitrius Giovis and Evaggelia Giovis, on 1994 February 14 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 158 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 11, 14 and 29 on Plan 62R-11488, be approved and completed and the funds derived from this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).

- d) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- e) That an Offer to Purchase (Highway Closure), executed by Ralph Condello and Elaine Condello, on 1994 January 30 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 162 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 10, 15 and 28 on Plan 62R-11488, be approved and completed, and the funds derived from this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).
- f) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- g) That an Offer to Purchase (Highway Closure), executed by James Johnman and Agnes Johnman, on 1994 January 20 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 166 Solomon Crescent, containing 136.9 square metres (1,473.62 square feet) more or less, shown as Parts 9, 16 and 27 on Plan 62R-11488, be approved and completed and the funds derived from this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).
- h) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- i) That an Offer to Purchase (Highway Closure), executed by Samuel Benjamin and Joan Benjamin, on 1994 January 20 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 170 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 8, 17 and 26 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).

1994 February 17

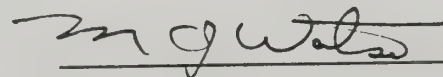
Transport and Environment Committee

Page 3

- j) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- k) That an Offer to Purchase (Highway Closure), executed by Ronald Roscovich and Janet Roscovich, on 1994 January 31 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 174 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 7, 18 and 25 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).
- l) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- m) That an Offer to Purchase (Highway Closure), executed by Charlie Cino and Patricia Cino, on 1994 January 22 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 178 Solomon Crescent, containing 169.7 square metres (1,826.69 square feet) more or less, shown as Parts 6, 19 and 24 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).
- n) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- o) That an Offer to Purchase (Highway Closure), executed by Maria Benvenga, on 1994 February 3 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 182 Solomon Crescent, containing 260.4 square metres (2,803.01 square feet) more or less, shown as Parts 5, 20 and 23 on Plan 62R-11488, be approved and completed

and the funds derived from the this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).

- p) That the required cash deposit in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- q) That an Offer to Purchase (Highway Closure), executed by Dan Cooper and Sherrill Dawn Marie Cooper, on 1994 January 25 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 186 Solomon Crescent, containing 263.9 square metres (2,840.6 square feet) more or less, shown as Parts 21 and 22 on Plan RB-H-503 Surveys, be approved and completed and the funds derived from this sale of \$501 be credited to the following accounts: \$1 credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500 credited to Account No. CH 59050 30001 (Outside Recoveries - External Real Estate Administration).
- r) That the required deposit cheque in the amount of \$50 be held by the City Treasurer pending approval of this transaction.
- s) That the City's deed to the Purchasers is subject to the necessary easements in favour of any utilities.
- t) That the Regional Surveyor be directed to establish Part 1 on Plan RB-H-503 Surveys and Part 31 on Plan 62R-11488, as reserves to prevent vehicular access onto Limeridge Road East and Upper Kenilworth Avenue.
- u) That the Mayor and City Clerk be authorized and directed to execute the necessary documents to finalize these transactions.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

On 1993 December 19, the abutting owners applied for the stopping up, closing and sale of subject road allowance, as they had maintained the portion at the rear of their respective properties since 1987. This parcel of land has been a continual problem for the abutting owners as people have been using it as a dump for building materials etc.

AC/nw
Attach.

c.c. Alderman T. Jackson, Alderman, Ward 6, Aldermen's Office

Alderman Bob Charters, Alderman, Ward 6, c/o Aldermen's office

P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer, Treasury Department

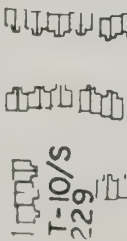
Geoff Aston, Director of Programming & Development, Roads Department

C. Bandurka, Property Clerk, Surveys, Roads Department

LIMERIDGE

ROAD

EAST

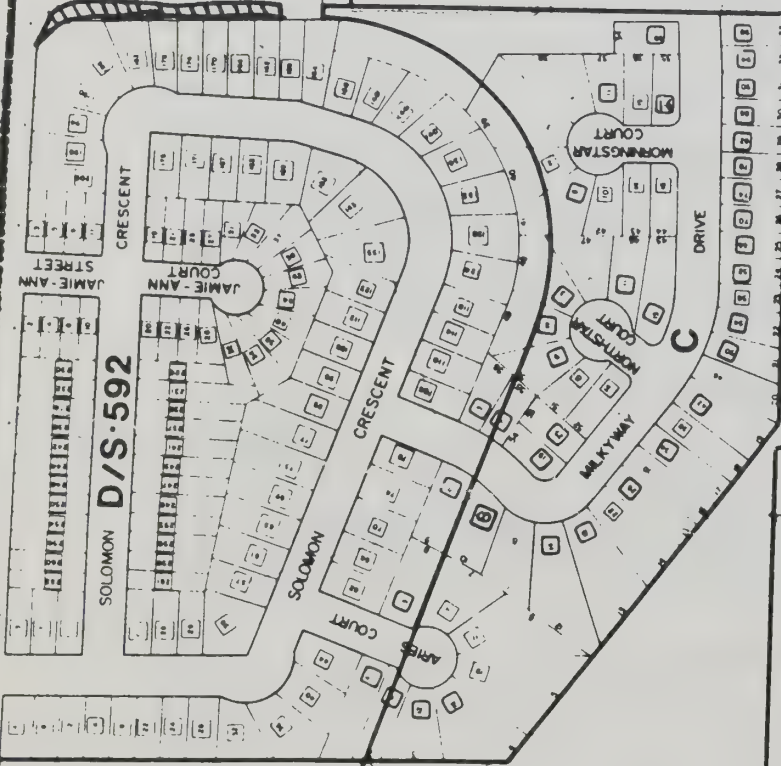


T-10/S
229



SITE PLAN CENTRE
NYC LAM 4072-237

RT-10/S-367



D/S-592

CRESCENT

JAMIE-ANN STREET

JAMIE-ANN COURT

SOLOMON COURT

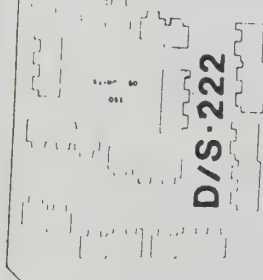
CRESCENT

SOLOMON DRIVE

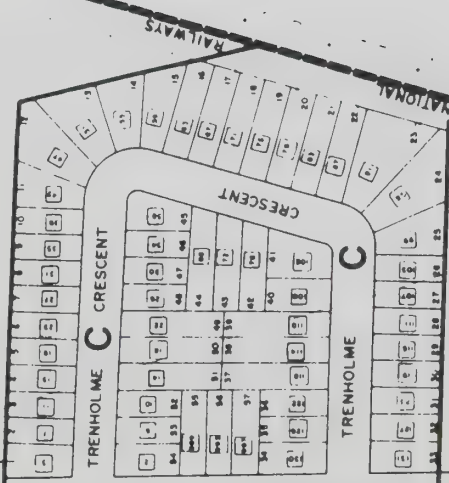
MORNINGSTAR COURT

WALKWAY

DRIVE



D/S-222



TRENHOLME CRESCENT

TRENHOLME DRIVE

CRESCENT

MORNINGSTAR COURT

WALKWAY

DRIVE

UPPER KENILWORTH AVENUE

NATIONAL

CANADIAN

RAILWAYS



TRENHOLME

AA

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A

2(0Xiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 January 31

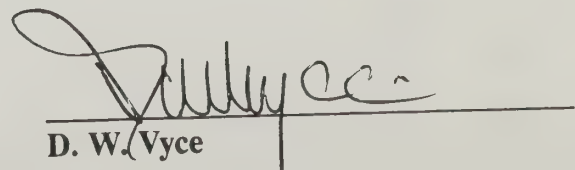
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Bus Shelter Installation
Limeridge Road East at Upper Kenilworth
Part 1, Unregistered Regional Survey Plan No. RB-H-503 Surveys
South/West Corner

RECOMMENDATION:

- a) That approval be granted to the Hamilton Street Railway Company to maintain a 5 foot bus shelter located at the intersection of Limeridge Road West and Upper Kenilworth Avenue, south/west corner, Part 1, Unregistered Regional Survey Plan No. RB-H-503 Surveys, at an annual fee of \$1.00 to be credited to Account No. CH 44104 31106 (Rent/Fees - Civic Property).
- b) That it be understood and agreed that the Hamilton Street Railway Company will remove said bus shelter if required by the City for any purpose, given thirty (30) days written notice without reservation.
- c) That it be understood and agreed that upon execution of the Transit Shelter Licence Agreement, the Hamilton Street Railway Company agrees to register said agreement on Title to the City's lands and provide the City with a duplicate registered copy of said agreement.
- d) That the Mayor and City Clerk be authorized and directed to execute the necessary Licence Agreement in a form satisfactory to the City Solicitor.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The Hamilton Street Railway Company abandoned its bus turnaround located on the south/west corner of Limeridge Road East and Upper Kenilworth Avenue in favour of an alternative location on the north/east corner of said streets.

In abandoning this site, the Region requested that upon sale of these lands an area be reserved for the existing transit shelter. The City is currently in the process of closing and selling the road allowance at this location and it is the intention of this recommendation to provide the Hamilton Street Railway Company with the proper authority with which to remain.

As this shelter will no longer be within the standard road allowance, it is the City's request that this agreement be registered on Title.

This shelter provides a desirable service to the neighbouring residents and no objections were evident. Therefore, it is our recommendation that this transaction be approved and completed.

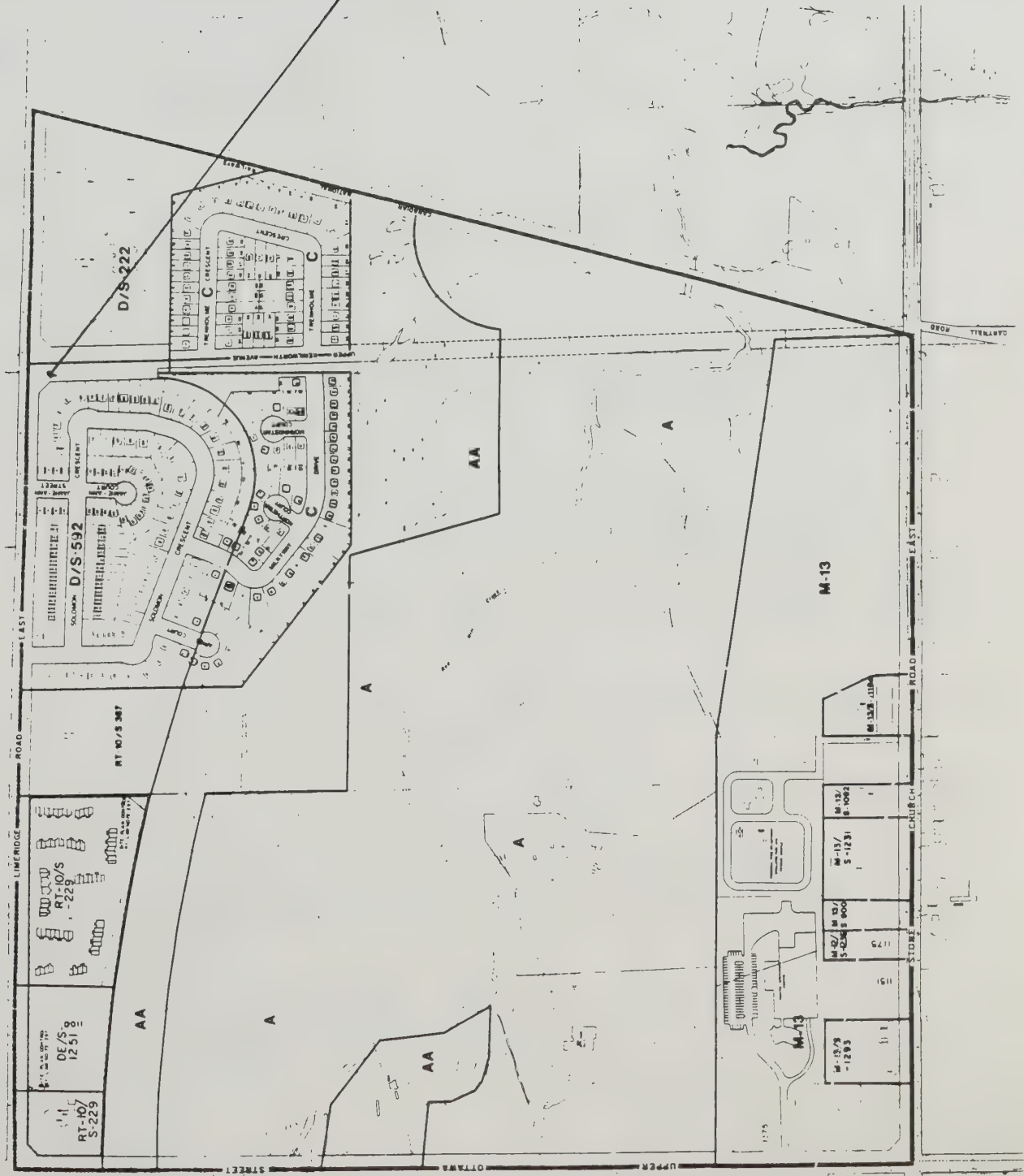
WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: D. Rieger



SUBJECT PROPERTY

11	97	91	
110	131	5	
120	120	62	

This is a Legal Document
For the City of Hamilton
Contact City Building Department

CITY OF HAMILTON

TRENHOLME

ZONING

Neighbourhood Boundary

Zoning Boundary

Prepared for The City of Hamilton
by the Planning and Development Department
at the Municipal Office of Hamilton, Ontario

Scale: 0 5m 10m

North Arrow

7408

131

2(Exi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 February 23
T103-23 (1) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Street Closure:
Annual Around The Bay Road Race (R-94-22)

RECOMMENDATION:

That the application of P. Rhodes, to close Bay Street North from Barton Street to Burlington Street West from 11:30 a.m. to 12:30 p.m. on Sunday March 27, 1994, to hold the Around The Bay Road Race, be approved, subject to the following conditions:


- i) That approval from the Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Around The Bay Road Race

Cont'd...

- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from P. Rhodes, to hold the annual Around The Bay Road Race on City Streets and Regional Roads, in the City of Hamilton, on Sunday March 27, 1994.

The race route includes City streets and Regional roads. The race will start on Bay Street opposite Copps Colliseum and proceed north to Burlington Street, east to Woodward Avenue, west on the Beach Strip and into the City of Burlington. The runners will re-enter into the City at Valley Road and continue onto York Boulevard to the finish opposite Sir John A. MacDonald School.

It is proposed to temporarily close the Regional Roads, Cannon Street West from James Street North to Queen Street North and York Boulevard (north leg) from Queen Street North to Dundurn Street North, and the City Street, Bay Street North from Barton Street to Burlington Street West.

The Department of Regional Police Services has reviewed the route of the race and they indicate that appropriate traffic control and detour routes can be provided for. The Police have determined that 35 Constables and 2 Sergeants will be required to cover the race.

The Traffic Department indicates that 3 "Temporary Road Closure" signs will and the installation and removal of "No Parking" signs where required, at least 1 week in advance of the race.

cont'd...

-Page 2-
1994 February 22

Around The Bay Road Race

Cont'd...

No other municipal departments have informed us of any costs associated with this event. The applicant has been in direct contact with the H.S.R., C.N.R., T.H. & B., Stelco and Inland Waters to co-ordinate their respective scheduling.

The applicant will be holding a 5km race on the same day, beginning immediately after the start of the 30km race. The route will not require any full closures, nor will there be any additional costs involved.

The 5km race will start in front of Copps Coliseum on Bay Street, continue north to Simcoe Street, West into Water Front Park, continue around the park and exit on Bay, south to Cannon, west to Hess Street and east on York to finish in front of Sir John A. MacDonald School.

The race routes include City streets and Regional roads. The City has approved this race for the past 99 years, and this year will be the 100th anniversary of the race, making this the oldest road race in North America. This Department is in favour of the event.

JKC:jn

cc: Main, Director, Traffic Department
cc: Officer D. Schwalm, Police Services

2lexika

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 16
T103 52 (111) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Encroachment Agreement
355-357 MacNab Street North

R-94-16

RECOMMENDATION:

- (a) That the Encroachment Agreement for 355-357 MacNab Street North, registered as Instrument No. 1217, be discharged;
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, which will be registered in a form satisfactory to the Law Department, upon Council approval;



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Paul DiMattia, owner of 377 James Street North has requested that the Encroachment Agreement between the City of Hamilton and himself, for wooden steps onto MacNab Street North, dated July 26, 1989, and Registered as Instrument Number 1217 be discharged.

The property has now been severed, and separate Encroachment Agreements exist for both properties; therefore, this Department has no objection to this request.

AA JKC:
cc: A. Ross, Treasury Department

DRZ

2(E)111XB

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department


SUBJECT: Encroachment Agreements

R-94-15

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1994 February 17

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

 JKC:jn

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: March 8, 1994

*Revised

<u>Location</u>	<u>Owner</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
131 East Ave. N.	Guy Amodeo	Bay window measuring .36' by 8.0'	Overden & Overden Barrister & Solicitors Suite 405, Camilla Place 130 Dundas Street East Mississauga, Ontario LSA 3V8	\$112/20.00	T103-50-952
71 Oak Ave.	Darren McCrory	Wood steps measuring 5.63' by 3.5	Kosar & Palios Barristers & Solicitors Ste. 3800, 100 Main St. E. Hamilton, Ontario L8N 3W6	\$112/20.00	T103-50-977
204 Canada St.	Jordana Krikorian & Lynne McCrory	Portion of the building measuring 2.96' by 30.66' Enclosed porch measuring 5.27' by 9.57'	C. L. Herrington Harrington & Harrington 550 Corcession Street Hamilton, Ontario L8V 1A9	\$134/20.00	T103-50-1074
8 Inchnbury St.	John & Alison Stott	Portion of fram verandah measuring 0.69' Front steps measuring 2.0' by 1.8' Hamilton, Ontario L8N 3G6	Charles P. Criminisi Agro, Zaffiro, Parente, Orzel & Baker One James St. S., 4th Flr.	\$134/20.00	T103-50-1086
52 Cluny Ave.	Robert & Linda Moriaty	Front porch measuring 1.21'	Norman Watson Simpson, Watson & Vujnovic 950 King St. W. Hamilton, Ontario L8S 1K8	\$138/20.00	T103-50-1076

2(EXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 17
S718-42 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into Danson Drive by By-Law. (R-94-18)

RECOMMENDATION:

- a) That the following City lands be incorporated into Danson Drive as noted in Schedule "A":
- | | | |
|--------------|-----------|--------------|
| Danson Drive | Block 145 | Plan 62M-679 |
|--------------|-----------|--------------|
- b) That the By-Law to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Danson Drive Drive	Block 145, 62M-679	N/A	To provide access and hook-up be- tween Danson Drive, Plan 62M-679 and Danson Drive, Plan 62M-750	S718-42 S716-34

kin cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE CITY LANDS
DESIGNATED AS BLOCK 145, PLAN 62M-679
INTO DANSON DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Danson Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Danson Drive.

All of Block 145, Plan 62M-679

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

CITY OF HAMILTON

2(Exiv)

- RECOMMENDATION -

DATE: 1994 February 16
S703-86, M.J. Inrig
S703-87

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: 1994 Servicing Expenditures Related to Subdivisions R-94-14

RECOMMENDATION:

- a) i) That the submitted schedule of works be adopted for inclusion in the subdivision agreement with the Owners for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE 5", Hamilton

City's Share - \$ 46,111.20 Owner's Share - \$ 152,953.97

"CLAUDETTE GARDENS - PHASE 6", Hamilton

City's Share - \$ -NIL- Owner's Share - \$ 25,202.60


- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the owners of "Claudette Gardens - Phase 5", Hamilton and "Claudette Gardens - Phase 6", Hamilton as well as any other related documents for these developments, subject to the approval of the City Solicitor.
- iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the final plans and subdivision agreements have been registered.

Cont'd...

1994 Servicing Expenditures Related to Subdivisions R-94-14

Cont'd.....

- iv) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.
- v) That the City's share of services in "Claudette Gardens - Phase 5", Hamilton (\$ 46,111.20) be approved and the Finance and Administration Committee recommend the source of funding.


E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"CLAUDETTE GARDENS - PHASE 5"

The total estimated cost of the City's share of services to be approved for "Claudette Gardens - Phase 5" is \$ 46,111.20. All costs have been calculated in accordance with current City cost sharing policies.

A portion of the City's share (\$ 36,620.09) is associated with above ground works and sewers and watermain on Claudette Gate adjacent to City owned lands which are designated for park purposes. This portion of the City's share is non recoverable in the future.

The remaining portion of the City's share on Claudette Gate (\$ 9,491.11) is associated with the adjacent lands of "Rymal Estates" subdivision. Under the City's subdivision agreement for "Rymal Estates", the City is holding security for future works on Claudette Gate adjacent to lands of "Rymal Estates". When works are completed on Claudette Gate the City will invoice the developer of "Rymal Estates" subdivision and recover this portion of the City's share for "Claudette Gardens - Phase 5".

"CLAUDETTE GARDENS - PHASE 6"

There are no costs to the City associated with this development.

Cont'd...

1994 Servicing Expenditures Related to Subdivisions R-94-14

Cont'd.....

BACKGROUND:

"CLAUDETTE GARDENS - PHASE 5", Hamilton

On 1990 October 29 City Council in adopting Item 8 of the Planning and Development Committee Report 17-90 approved the proposed draft plan for "Claudette Gardens" under the condition that the Owner (800064 Ontario Inc.) enter into a subdivision agreement with the City. "Claudette Gardens - Phase 5" is a smaller phase of the original approved draft plan.

"Claudette Gardens - Phase 5" will result in the creation of thirty four (34) single family residential lots, the extension of Claudette Gate northerly and the establishment of Adele Court. An estimate of costs for the subdivision has been calculated in accordance with current City cost sharing policies and it was determined that there will be a City share of \$ 46,111.20 as discussed in the Financial Section of this report.

The lands of "Claudette Gardens - Phase 5" are located west of Garth Street and north of Rymal Road West in the Falkirk East Planning Neighbourhood.

"CLAUDETTE GARDENS - PHASE 6", Hamilton

On 1990 October 29 City Council in adopting Item 8 of the Planning and Development Committee Report 17-90 approved the proposed draft plan for "Claudette Gardens" under the condition that the Owner (800064 Ontario Inc.) enter into a subdivision agreement with the City. "Claudette Gardens - Phase 6" is a smaller phase of the original approved draft plan.

"Claudette Gardens - Phase 6" will result in the creation of four (4) single family residential lots. Three lots will be established on Claudette Gate and one lot will front on Alfrin Court. Claudette Gate and Alfrin Court are existing streets built and established under "Rymal Estates" subdivision, Plan 62M-679. In "Rymal Estates" subdivision, the City cost shared for above ground services adjacent to the lands of "Claudette Gardens - Phase 6" and a 0.30 metre reserve was established. The City will recover these costs from the developer of "Claudette Gardens - Phase 6" as a cash payment in the City's subdivision agreement.

Cont'd...

-Page 4-
1994 February 16

1994 Servicing Expenditures Related to Subdivisions R-94-14

Cont'd.....

As above ground works are existing on Alfrin Court and Claudette Gate the Owner is merely required to complete sodding, tree planting and lot grading for the proposed lots in Phase 6 of "Claudette Gardens" subdivision. All estimated costs have been calculated in accordance with present City cost sharing policies and there will be no City share for this development.

The lands of "Claudette Gardens - Phase 6" are located west of Garth Street and north of Rymal Road West in the Falkirk East Planning Neighbourhood.

M/MJI:

cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee
cc: A. Ross, City Treasury Department

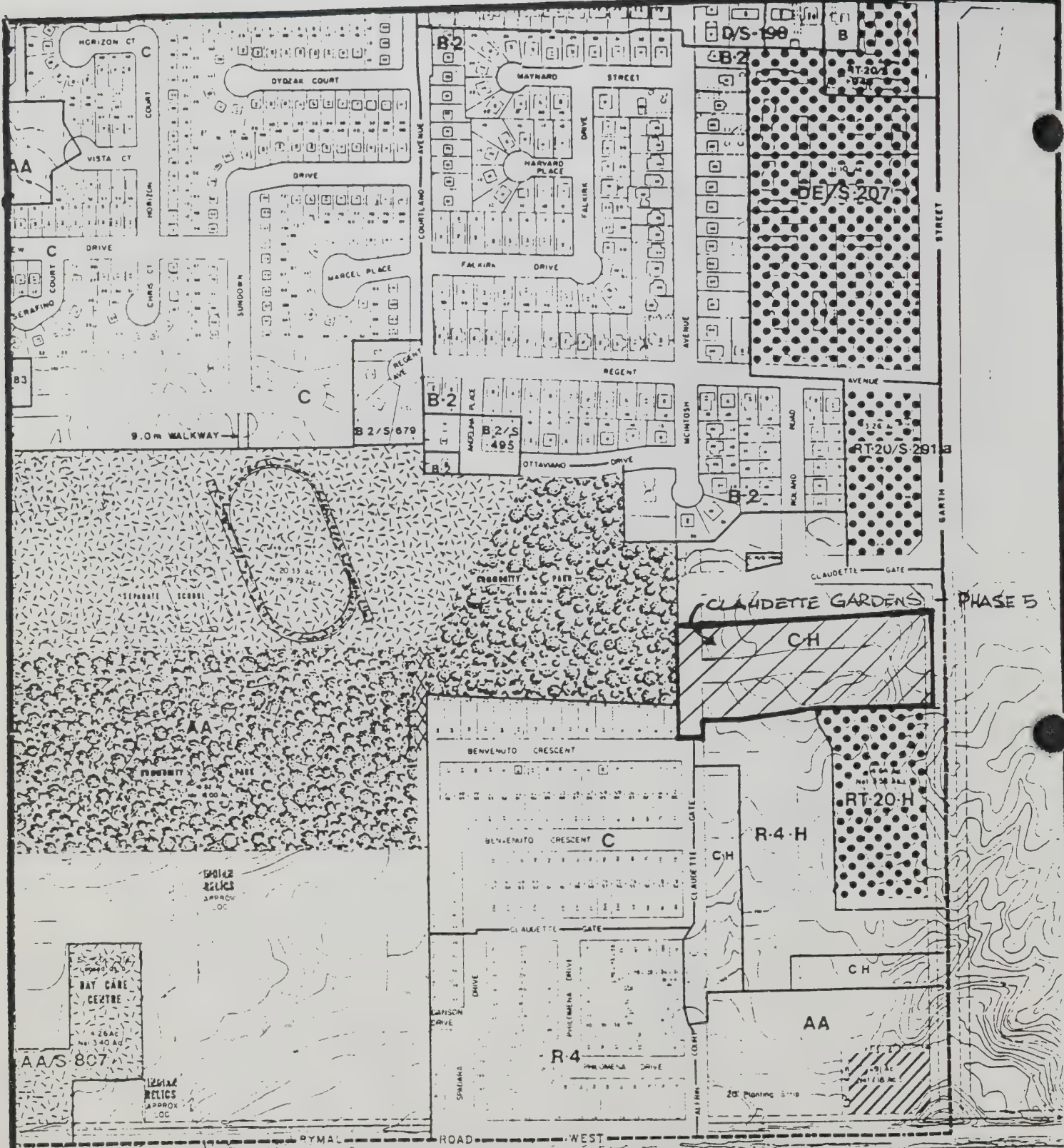
1994 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE
OF EXPENDITURES

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"CLAUDETTE GARDENS PHASE 5" - 800064 ONTARIO INC. - URBEX ENGINEERING LTD. - J.P. WOOLLEY SURVEYING	34 Lots Hamilton	Council 90-10-09 P+D Report 17-90 Item 8	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Seeding/Sodding Sewers & Watermain	\$1,064.42 \$2,463.44 \$5,082.62 \$0.00 \$470.40 \$410.23 \$0.00	\$2,330.01 \$5,385.89 \$11,124.92 \$565.00 \$1,029.60 \$897.90 \$15,286.77	\$46,111.20	\$152,953.97	\$199,065.17
"CLAUDETTE GARDENS PHASE 6" - 800064 ONTARIO INC. - URBEX ENGINEERING LTD. - J.P. WOOLLEY SURVEYING	4 Lots Hamilton	Council 90-10-09 P+D Report 17-90 Item 8	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00	\$25,202.60	\$25,202.60

TOTALS:	\$9,491.11	\$36,620.09	\$46,111.20	\$178,156.57	\$224,267.77
---------	------------	-------------	-------------	--------------	--------------

* OVERSIZING EXPENDITURES are Non-Recoverable
 * 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



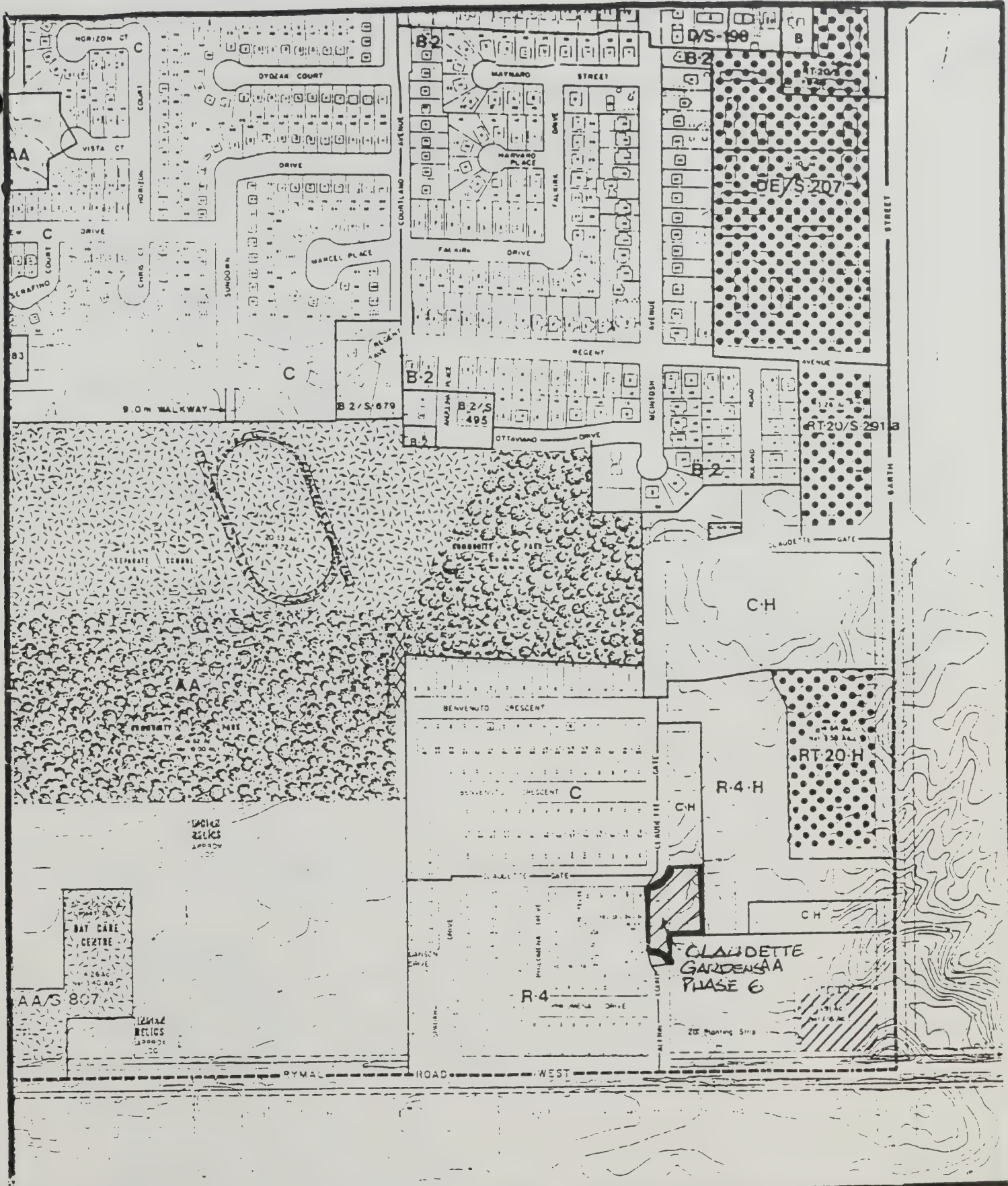
KEY PLAN

FALKIRK EAST

NTS

APPROVED PLAN





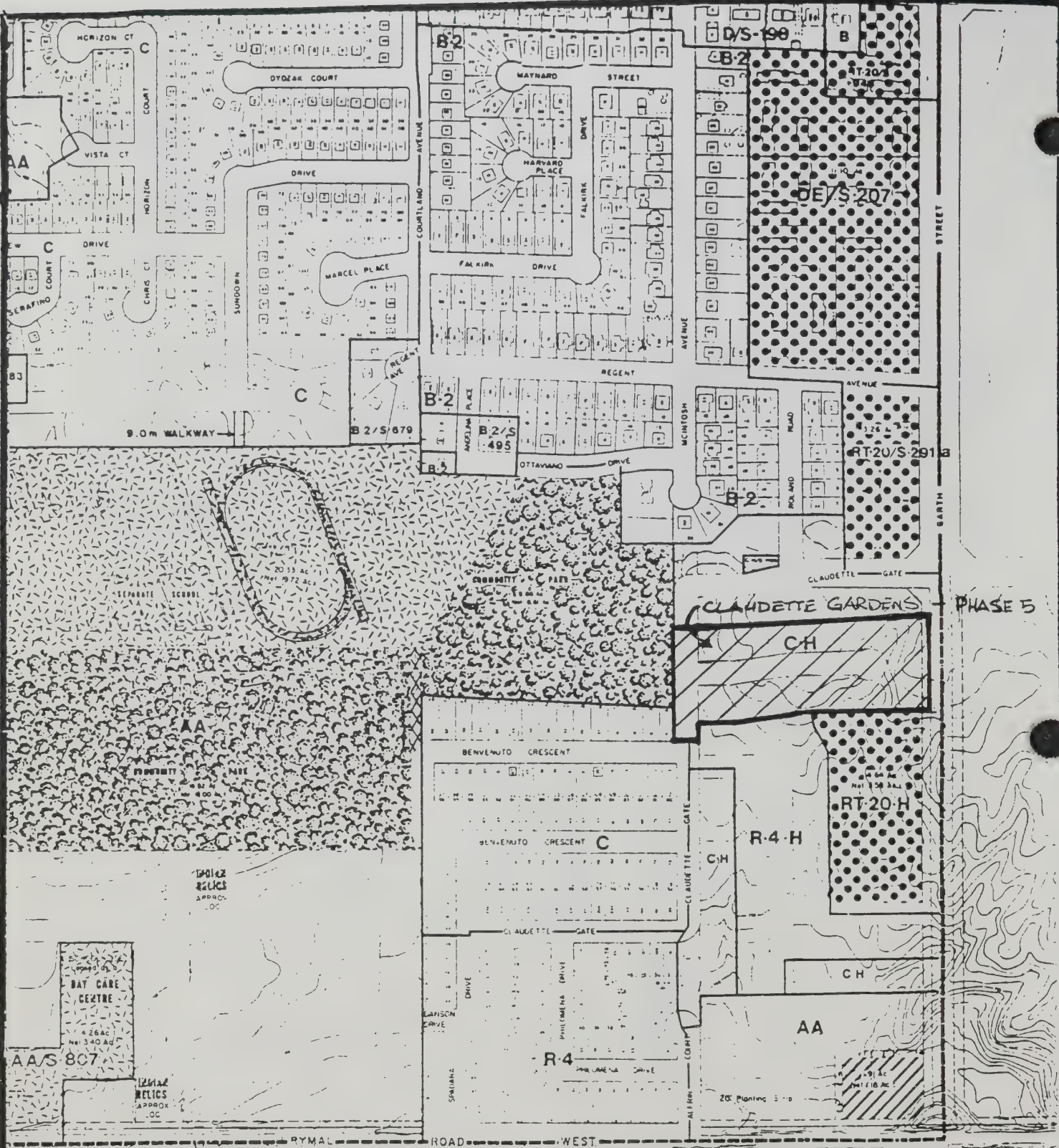
KEY PLAN



FALKIRK EAST

NTS

APPROVED PLAN



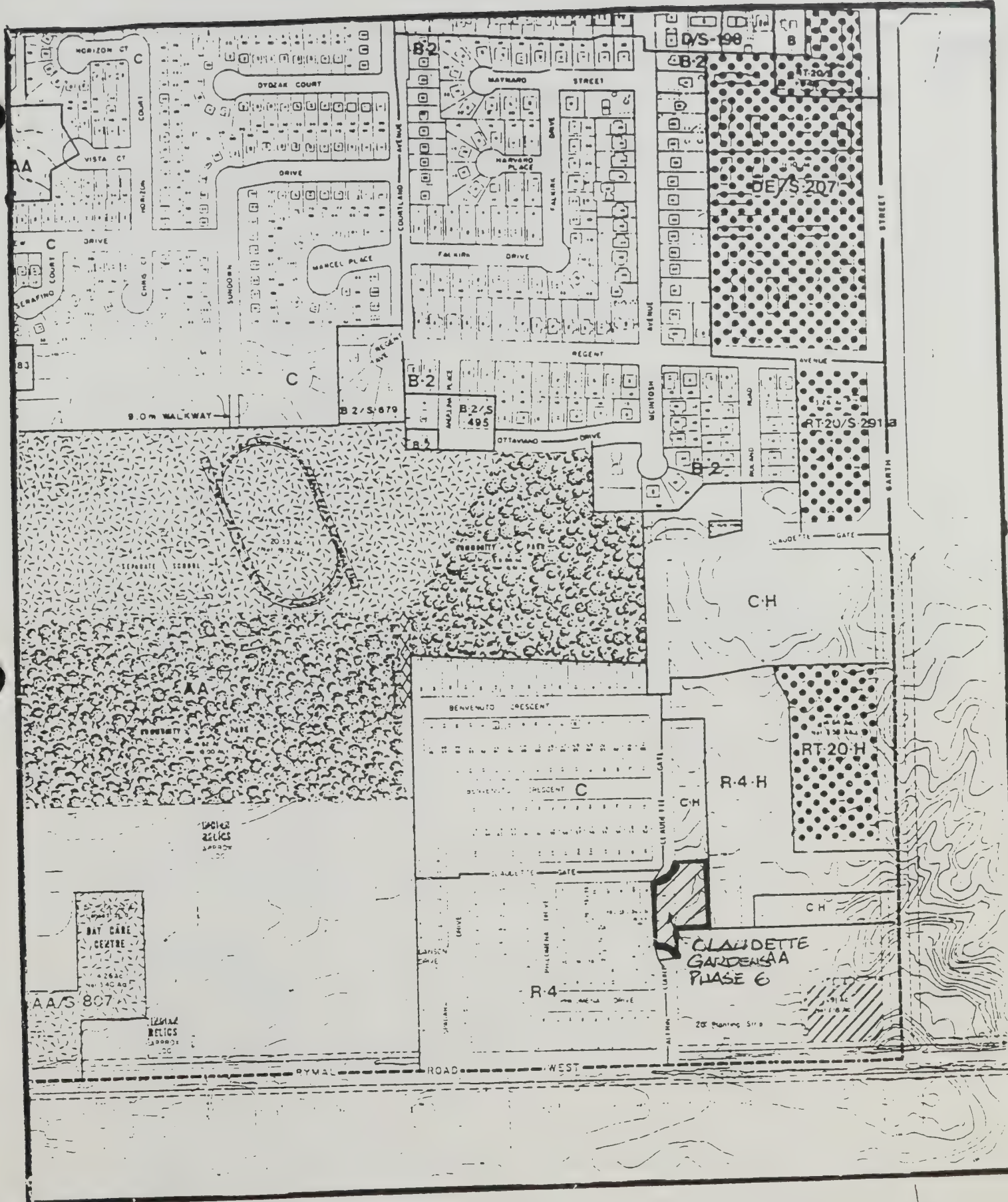
KEY PLAN



FALKIRK EAST

NTS

APPROVED PLAN



KEY PLAN

NTS

APPROVED PLAN



FALKIRK EAST

2 (F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 21

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and delivery of Traffic Poles and Arms during
1994, Traffic Department

RECOMMENDATION:

That a purchase order be issued to Sentinel Pole & Traffic Equipment Limited, Mississauga, for the supply and delivery of Traffic Poles and Arms as and when required during 1994, being the lowest tender received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender as attached, and be financed through Traffic Signal Materials Account No. 56152 75999.

T. Bradley

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Estimated expenditure for this commodity during 1994 \$150,000. This tender is being split two ways, awarding orders to the lowest bidder on each item. It is estimated that this purchase order will be worth approximately \$100,000 and the other supplier will be getting a purchase order for approximately \$50,000.

FORM OF TENDER

TRAFFIC POLES

GST AND PST EXTRA - PRICES TO INCLUDE DELIVERY

		SENTINEL		LAMPADAIRES		FORTRAN	
		Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
<u>Signal Head Hangers</u>							
150	Signal Head Hangers	\$ 88.00	\$ 13,200.00	-----	-----	\$ 87.89	\$ 13,183.50
<u>Unbraced Traffic Signal Mast Arm c/w Adjustable Pole Plate</u>							
20	Sylvania R2-JA 2'	\$ 95.00	\$ 1,900.00	-----	-----	-----	-----
<u>Double Arm Brackets</u>							
50		\$ 60.00	\$ 3,000.00	-----	-----	\$ 65.00	\$ 3,250.00
<u>Single Member Arm without Pole Plate</u>							
5	4SMA	\$ 55.00	\$ 275.00	\$ 77.06	\$ 385.30		
20	6SMA	\$ 65.00	\$ 1,300.00	\$ 71.99	\$ 1,439.80		
5	8SMA	\$ 75.00	\$ 375.00	\$ 83.72	\$ 418.60		
50	10SMA	\$ 85.00	\$ 4,250.00	\$ 90.30	\$ 4,515.00		
5	12SMA	\$ 105.00	\$ 525.00	\$ 109.56	\$ 547.80		
20	15SMA	\$ 175.00	\$ 3,500.00	\$ 167.24	\$ 3,348.00		
5	18SMA	\$ 205.00	\$ 1,025.00	\$ 204.15	\$ 1,020.75		

SENTINEL

Unit Price Total Price

LAMPADAIRE

Unit Price Total Price

FORTAN

Unit Price Total Price

Single Member Arm complete with Pole Plate for Round Pole 6" - 6-15/16" Dia.

5	TR4SMA67	4'	\$155.00	\$ 775.00
5	TR6SMA67	6'	\$165.00	\$ 825.00
1	TR8SMA67	8'	-----	\$ 175.00
5	TR10SMA67	10'	\$205.00	\$ 1,025.00
1	TR12SMA67	12'	-----	\$ 225.00
5	TR15SMA67	15'	\$295.00	\$ 1,475.00

Single Member Arm complete with Pole Plate for Round Pole 7" - 8" Dia.

1	TR18SMA78	18'		\$ 345.00
2	TR20SMA67	20'	\$390.00	\$ 780.00

Single Member Arm complete with Pole Plate for Wood Pole 8" - 10" Dia.

5	TW4SMA81	4'	\$140.00	\$ 700.00
1	TW6SMA81	6'	-----	\$ 160.00
1	TW8SMA81	8'	-----	\$ 170.00
1	TW10SMA81	10'	-----	\$ 190.00
1	TW12SMA81	12'		\$ 210.00
1	TW15SMA81	15'	-----	\$ 280.00
1	TW18SMA81	18'	-----	\$ 325.00

LAMPADAIRES

Unit Price Total Price

LAMPADAIRES

Unit Price Total Price

SENTINEL

Unit Price Total Price

Pole Plate Only for 4, 6 or 8' SMA for Round Pole 6" - 6-15/16" dia.

5 R 4/6/8 67 \$100.00 \$ 500.00

Pole Plate Only for 10, 12 OR 15' SMA for Round Pole 6"- 6-15/16" dia.

5 R 10/12/15 67 \$120.00 \$ 600.00

Pole Plate Only for 4, 6 or 8' SMA for Wood Pole 10" dia.

5 W 4/6/8 81 \$ 85.00 \$ 425.00

Pole Plate Only for 10, 12 or 15' SMA for Wood Pole 8" - 10" dia.

5 W 10/12/15 81 \$105.00 \$ 525.00

Pole Plate Only for 18, 20 or 22' SMA for Wood Pole 8" - 10" dia.

5 W 18/20/22 81 \$120.00 \$ 600.00

Pole Plate Only for 4, 6 or 8' SMA for Round Pole 10" - 12" dia.

1 R 4/6/8 1012 ----- \$ 115.00

Pole Plate Only for 10, 12 or 15' SMA for Round Pole 10" - 12" dia.

1 R 10/12/15 1012 ----- \$ 115.00

Pole Plate Only for 18, 20 or 22' SMA for Round Pole 10" - 12" dia.

5 R 18/20/22 1012 \$150.00 \$ 750.00

\$103.57 \$ 517.85

\$106.91 \$ 534.55

\$106.91 \$ 534.55

\$106.91 \$ 534.55

\$106.91 \$ 534.55

----- \$ 137.42

----- \$ 137.42

\$137.42 \$ 687.10

SENTINEL

LAMPADAIRES

FORTRAN

POLES

	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
25 TP10819-H-AB 19' Wall Thickness 6.35mm	\$785.00	\$19,625.00	\$632.20	\$15,805.00		
100 TP8619 AB, 19' 8" Base DIA wall thickness 4.775mm	\$395.00	\$39,500.00	\$420.89	\$42,089.00		
5 TP6415 AB 15' 6" Base DIA	\$295.00	\$1,475.00	\$300.17	\$1,500.85		
5 TP6412 AB 12' 6" Base DIA	\$280.00	\$1,400.00	\$264.90	\$1,324.50		
25 TP6410 AB 10' 6" Base DIA	\$270.00	\$6,750.00	\$241.35	\$6,033.75		
25 TP6408 AB 8' 6" Base DIA	\$260.00	\$6,500.00	\$228.56	\$5,714.00		
Maximum Delivery Lead Time:						
Poles	8 weeks			12 weeks		
Arms	2 weeks			12 weeks		

2(4Xi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 February 24

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Ontario Traffic Conference
44th Annual Convention
1994 May 29 to June 1
Owen, Ontario

RECOMMENDATION:

- (a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference 44th Annual Convention to take place on 1994 May 29 to June 1, Owen Sound, Ontario.
- (b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a Schedule of Events and Convention Outline

Attachment

44TH O.T.C. ANNUAL CONVENTION PROGRAM

OWEN SOUND

MAY 29 - JUNE 1, 1994

SUNDAY, MAY 29th

ONTARIO TRAFFIC CONFERENCE

2:00 - 6:45 p.m. REGISTRATION
7:00 - 8:00 p.m. PRESIDENT'S RECEPTION
8:00 - 10:30 p.m. TRADE SHOW

MONDAY, MAY 30th

44TH ANNUAL CONVENTION

7:30 - 8:45 a.m. TECHNICAL PRESENTATION
7:30 - 8:45 a.m. TRADE SHOW AREA
7:30 - 8:45 a.m. REGISTRATION
9:00 - 10:15 a.m. CONTINENTAL BREAKFAST
9:00 - 10:15 a.m. ELECTED OFFICIALS

MONDAY, MAY 30th cont'd:

1:15 - 2:30 p.m. LEGISLATION AND ENFORCEMENT

MODERATOR: D. Snow, City of

Kitchener
TOPIC: "Integrated Safety Project & Photo Radar Operations"

GUEST SPEAKER: Colin A. Brittan
Director, Gov't of Ontario, Integrated Safety Project

2:30 - 2:45 p.m. BREAK

2:45 - 4:00 p.m. PARKING

MODERATOR: R. David Glover

City of Brampton
TOPIC: "The Dynamics of Customer Relations i

Parking"

GUEST SPEAKER: Lisa Renshaw, Preside

Penn Parking Inc. Baltimore, Maryland

4:15 - 6:30 p.m. TRADE SHOW

SUPPLIERS EVENING/TRADE SHOW

10:15 - 10:30 a.m. BREAK

10:30 - 11:30 a.m. RESOLUTIONS

MODERATOR: D. Snow, Kitchener

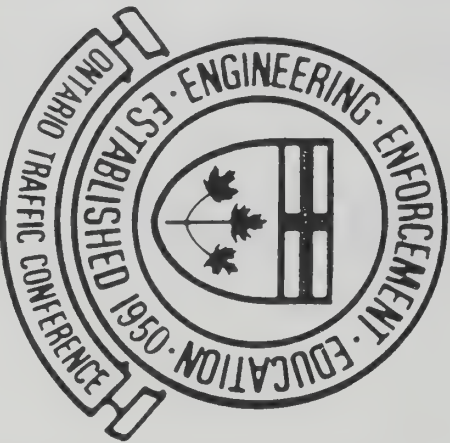
CASH BAR-TRADE SHOW LUNCH

11:30 - 12:00 noon

GUEST SPEAKER: Ken Talbot, Director

Bruce 'A' Nuclear Operations Ontario Hydro

Tiverton



ANNUAL CONVENTION - OWEN SOUND
1994 PRE-REGISTRATION FORM

MEMBER
NON-MEMBER

BAYSHORE COMMUNITY CENTRE
OWEN SOUND, ONTARIO

MAY 29 - JUNE 1, 1994

ALL ACTIVITIES TAKE PLACE AT THE OWEN SOUND BAYSHORE COMMUNITY CENTRE

C.S.T. #S107800971

CHEQUES MADE PAYABLE TO: Ontario Traffic Conference
MAIL CHEQUES TO: Ontario Traffic Conference

20 Carlton St. #121
TORONTO, Ontario M5B 2H5

REGISTRATION & REFUND DEADLINE
MAY 18, 1994

NAME _____
MUNICIPALITY/COMPANY _____
ADDRESS _____
CITY _____
PHONE () _____
POSTAL CODE _____

HOTEL ACCOMMODATION

HOTEL: COMFORT INN(Journey's End)

ADDRESS: 995 9th Ave. E.

OWEN SOUND, Ontario

N4K 6N4

TELEPHONE: (519)371-5500

ROOM COST: \$56.00 plus taxes

HOTEL: HOTEL REGENCY

880 10th St. E.

OWEN SOUND, Ontario

N4K 1T4

TELEPHONE: (519)371-9297

ROOM COST: \$65.00 plus taxes

HOTEL: INN ON THE BAY

1800 2nd Ave. E.

OWEN SOUND, Ontario

N4K 5P1

TELEPHONE: (519)371-9200

ROOM COST: \$70.00 plus taxes

HOTEL: HOLIDAY INN

950 6th St. E.

OWEN SOUND

N4K 1H1

TELEPHONE: (519)376-1551

ROOM COST: \$79.98 plus taxes

*PLEASE NOTE:

ALL RESERVATIONS MUST BE MADE BEFORE

MAY 6, 1994

CHECK IN TIME: 3:00 p.m.

ONTARIO TRAFFIC CONFERENCE

REGISTRATION COST

PRE-REGISTRATION

MEMBER

full \$300.00 + 21.00 = \$321.00

daily 150.00 + 10.50 = 160.50

guest 125.00 + 8.75 = 133.75

retired 150.00 + 10.50 = 160.50

daily guest 95.00 + 6.65 = 101.65

NON-MEMBER

full \$400.00 + 28.00 = \$428.00

daily 175.00 + 12.25 = 187.25

guest 135.00 + 9.45 = 144.45

daily 100.00 + 7.00 = 107.00

REGISTRATION AT CONVENTION

MEMBER

full \$350.00 + 24.50 = \$375.50

daily 175.00 + 12.25 = 187.25

guest 135.00 + 9.45 = 144.75

daily guest 125.00 + 8.75 = 133.75

NON-MEMBER

full \$425.00 + 29.75 = \$454.75

daily 225.00 + 15.75 = 240.75

guest 150.00 + 10.50 = 160.50

daily guest 125.00 + 8.75 = 133.75

G.S.T. # 107800971

CHEQUES MADE PAYABLE TO:

ONTARIO TRAFFIC CONFERENCE

MAIL TO: Ontario Traffic Conference

20 Carlton St. #121

TORONTO, Ontario

MSB 2H5

REFUND AND REGISTRATION DEADLINE

MAY 18, 1994

ADDITIONAL INFORMATION

(416)598-4138

(416)598-0449 FAX

TUESDAY, MAY 31st cont'd:

2:45 - 4:45 p.m. ANNUAL GENERAL MEETING

PRESIDENT J. Marshall

ANANO CINCINNATI

BANQUET

HOSTED BY: City of Owen

Sound

GUEST SPEAKER: Hon. G. Pouliot

Min. of Transport'n

BREAKFAST

TOPIC: "You are a Super

Persor"

GUEST SPEAKER: Fred Shaddick

Retired - Owen

Sound Economic

Development

Director

CLOSING REMARKS

10:30 a.m.

REMINDER: There is a \$5.00 charge for

Wednesday's breakfast - all other meals

are included in registration cost.

TECHNICAL PRESENT'N

REGISTRATION

CONTINENTAL BREAKFAST

TECHNICAL

MODERATOR: Wilf Olsher - RMO

TOPIC: "Public Participation

in Traffic Engineering"

GUEST SPEAKER: Linda Hoad - Chair

Transp'n Environment'l

Action Plan-Community

Advisory Group

Ottawa/Carleton Reg.

BREAK

RESOLUTIONS

MODERATOR: D. Snow, Kitchener

CASH BAR

LUNCH

TOPIC: "Logistics at M.T.S.C."

GUEST SPEAKER: Major Rod McAlpine

Base Commander

Meaford Training &

Support Centre

SAFETY OFFICERS

MODERATOR: Const. D. Ferguson

Niagara Reg'l Police

TOPIC: "Safety Villages"

What are they & who

do they benefit?

GUEST SPEAKERS:

Cst. D. Perchaluk

Waterloo Reg'l Police

Cst. N. Ross

Peel Reg'l Police

Cst. P. Ross

Durham Reg'l Police

BREAK

WEDSDAY, MAY 31st

7:30 - 8:45 a.m.

7:30 - 8:45 a.m.

9:00 - 10:15 a.m.

10:15 - 10:30 a.m.

10:30 - 11:30 a.m.

11:30 - 12 noon

12:00 - 1:15 p.m.

1:15 - 2:30 p.m.

2:30 - 2:45 p.m.



GUEST PROGRAMME

MAY 29 - JUNE 1, 1994

OWEN SOUND, ONTARIO

SUNDAY, MAY 29TH

2:00 - 6:45 p.m.
7:00 - 8:00 p.m.
8:00 - 10:30 p.m.

REGISTRATION
PRESIDENT'S RECEPTION
TRADE SHOW

MONDAY, MAY 30TH

OPTION A

8:30 a.m. Welcome
Continental Breakfast
9:30 a.m. Visit Scenic
Inglis Falls
10:00 a.m. Tour of Naturals and
Verna Kooms - see hand
woven fabric, clothing
and linen figurines
being made.
12:00 noon Lunch at Harrison Park
1:30 a.m. Free time with shopping
shuttle from hotels to
Downtown, Heritage
Shopping Centre & Grey
County Mall.

OPTION B

8:30 a.m. Welcome
SEE OPTION 'A'
9:30 a.m. SEE OPTION 'A'
10:00 a.m. Walk on the
Bruce Trail
12:00 SEE OPTION 'A'
1:30 p.m. SEE OPTION 'A'

TUESDAY, MAY 31ST

8:30 a.m. Continental Breakfast
10:30 a.m. Personal Safety Workshop
"Women Alone"
Brian Hackett
O.P.P. Port Credit
12:00 noon Lunch at 24th Street
Roadhouse
1:00 p.m. Boat Cruise
3:00 p.m. Visit Spa
Refreshing makeover &
message

8:30 a.m. SEE OPTION 'A'
10:30 a.m. Antique/Craft
Gift Tour
12:00 SEE OPTION 'A'
1:00 p.m. Antique/Craft/
Tour Continued
3:30 p.m. Visit Spa
Refreshing
Makeover and
message

WEDNESDAY, JUNE 1ST

9:00 a.m. BREAKFAST WITH DELEGATES
TOPIC: "You are a Super Person"
GUEST SPEAKER:
Fred Shaddick
Retired - Economic Development Director
Owen Sound
10:30 a.m. CLOSING REMARKS

219Xii

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 22


REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, consisting of several bold, sweeping strokes, positioned above a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date
1994 January 20	Murray Main Director of Traffic Services	Attendance at the 73rd Annual Meeting of the Transportation Research Board	1994 January 25
1994 January 25	Chris Firth-Eagland Manager of Streets and Sanitation, Public Works Department	1994 Snow Removal	1994 January 25
1994 January 27	Doug Lobo, Director of Public Works	Green Streets Canada - Municipal Tree Planting Recognition Program	1994 January 27
1994 January 28	Joe Pavelka, C.A.O. and George Baker, Fire Chief	Henkel Property - 162 Ward Avenue Environmental Field Work	1994 January 28
1994 February 4	Alderman M. Kiss	Henkel Property Field Work - Gas Leak and Groundwater Technology's two hour delay in notification of the City's Fire Department.	

Kevin C. Christenson, Secretary
1994 February 28

24x11

Monday, 1994 January 31
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow (City Business)
Alderman D. Wilson (City Business)

Also present: Alderman G. Copps
Alderman B. Charters
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer

Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. G. Aston, Roads Department
Mr. C. Firth-Eagland, Public Works Department
Mr. R. Meiers, Public Works Department
Ms. L. Bourns, Human Resources Centre
Ms. P. Noé Johnson, City Solicitor
Mr. D. Powers, Law Department
Mr. S. Gratton, C.U.P.E. Local 5
Mr. D. Michor, C.U.P.E. Local 5
Mr. L. Stasuik, C.U.P.E. Local 5
Mr. K. C. Christenson, Secretary

1. DELEGATION:

Two Man Sanitation Crews
C.U.P.E. Local 5
Mr. S. Gratton
Mr. D. Michor
Mr. L. Stasuik

The Committee was in receipt of correspondence dated 1994 January 25, from Mr. S. Gratton, President, C.U.P.E. Local 5, as well as a report dated 1993 November 30 from C.U.P.E. Local 5 Civic Unit respecting Two-Man Sanitation Crews. Mr. Gratton, Mr. Michor and Mr. Stasuik appeared before the Committee. Mr. Gratton reviewed the contents of the C.U.P.E. Local 5 report dated 1993 November 30, and stated that the outstanding issues identified have not yet been resolved between the Union and Human Resources. He stated that the Union would like to reinforce its position in terms of the wage level and red circling. The Chairman indicated that negotiations were on-going between the Union and Human Resources and stated that a Private and Confidential Report would be considered later in the Agenda.

Following further discussion, the Committee agreed that the Item be received.

2. CONSENT AGENDAA. ADOPTION OF THE MINUTES

The minutes of the meeting held 1994 January 17 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICESi. Parking Regulations(a) MacNab Street North

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the west side of MacNab Street North between Murray Street West and Stuart Street be removed and a "Permit Parking" regulation be implemented on the west side of MacNab Street North commencing at Murray Street West and extending to a point 166 feet northerly therefrom; and,
- (b) That a "No Parking" regulation be implemented on the east side of MacNab Street North between Murray Street and Stuart Street; and,
- (c) That the Director of Traffic Services be authorized to issue upon request, two parking permits to No. 283 and one parking permit to No. 277 MacNab Street North, and the remaining parking permit available on a first come first served basis to a maximum of four parking permits; and,
- (d) That the City Traffic By-law 89-72 be amended accordingly.

(b) Bowman Street between the north end
(T.H. & B. Tracks) and Whitney Avenue
(north curb line)

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the east side of Bowman Street between the north end (T.H. & B. Tracks) and Ward Avenue, be removed; and,
- (b) That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and an "Alternate Side Parking" regulation be implemented on Bowman Street between the north end (T.H. & B. Tracks) and Whitney Avenue (north curb line) such that parking is prohibited:

- (i) On the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
- (ii) On the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(c) No. 29 Weir Street South -
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 January 4, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Maple Avenue commencing 25 feet east of Weir Street South and extending to a point 27 feet easterly therefrom; and,
- (b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Appleby, No. 29 Weir Street South; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(d) Bevan Court

The Committee was in receipt of a report dated 1994 January 14, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That an "Alternate Side Parking" regulation be implemented on Bevan Court such that parking is prohibited:
 - (i) On the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
 - (ii) On the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) Caroline Street South between
Bold Street and Duke Street

The Committee was in receipt of a report dated 1994 January 17, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the west side of Caroline Street South between Bold Street and Duke Street be replaced by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) No. 137 Emerald Street South -
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the east side of Emerald Street South commencing at a point 144 feet north of Stinson Street and extending to a point 29 feet northerly therefrom; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(g) East Side of Bay Street North

The Committee was in receipt of a report dated 1994 January 18, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the south and east sides of Bay Street North between Burlington Street West and the east property line of No. 512 1/2 Bay Street North be shortened such that the regulation commences at a point 70 feet north of Burlington Street West and extends to the east property line of No. 512 1/2 Bay Street North; and,
- (b) That the maximum number of parking permits issued by the Director of Traffic Services to residents who abut the "Permit Parking" regulation on the south and east sides of Bay Street North be reduced from 11 to 9; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(h) Crockett Street between East 23rd Street
and East 24th Street

The Committee was in receipt of a report dated 1994 January 20, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Crockett Street between East 23rd Street and East 24th Street; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

ii. Intersection Control

(a) Intersection of Central Avenue and Glenholme Avenue

The Committee was in receipt of a report dated 1994 January 5, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That three-way stop control be implemented at the intersection of Central Avenue and Glenholme Avenue; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) Intersection of Graham Avenue South and Monterey Avenue
- Corner Clearances

The Committee was in receipt of a report dated 1994 January 5, from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" corner clearance on the south side of Monterey Avenue which commences at Graham Avenue South and extends to a point 103 feet westerly therefrom be removed; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

C. CITY SOLICITOR**i. By-law to Prohibit Train Whistling at Greenhill Crossing - CP Rail**

The Committee was in receipt of a report dated 1994 January 12, from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate By-law to Prohibit Canadian Pacific Limited from Whistling at Greenhill Crossing be enacted by City Council.

**ii. Closure and Conveyance of Original unopened Road Allowance
Rear of 1688 Main Street West**

The Committee was in receipt of a report dated 1994 January 25, from the City Solicitor respecting closure and conveyance of original unopened road allowance - rear of 1688 Main Street West.

At the request of Alderman Kiss, the Committee agreed to table the Item in order that a Public Meeting be held.

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**Street Incorporation**

The Committee was in receipt of a report dated 1994 January 25, from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the streets in order to complete the final street width or to provide access to newly registered subdivision developments:

Berkindale Drive	Part 5	Plan 62R-8461
	& Remainder of Block 6	Plan 62M-428
Corinaldo Drive	Block 32	Plan 62M-644
Fano Drive	Block 26	Plan 62M-714

- (b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEEi. Information Reports

The Committee was in receipt of a report dated 1994 January 25, from the Secretary, Transport and Environment Committee, respecting the subject matter.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date
1993 December 28	Murray Main Director of Traffic Services	Crockett Street and Upper Gage Avenue - School Crossing Guard	1994 January 14
1993 December 7	Murray Main Director of Traffic Services	Effect of 1993 "Lay-off Days" on Parking Enforcement Revenues	1994 January 14
1993 December	Murray Main Director of Traffic Services	Ontario Good Roads Association - 1994 Educational Calendar	1994 January 14
1993 December	Hamilton-Wentworth Region Special Projects Office	Red Hill Creek Expressway Progress Report No. 7	1994 January 14

ii. Urban Transportation Symposium

The Committee was in receipt of a report dated 1994 January 25, from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Chairman or his designate be authorized to attend the Urban Transportation Symposium to take place on 1994 April 24 to April 26 in Ottawa, Ontario; and,
- (b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

3. DIRECTOR OF PUBLIC WORKSAmendments to Streets By-law No. 86-77 - Depositing of snow on highways and streets.

The Committee was in receipt of a report dated 1994 January 25, from the Director of Public Works respecting proposed amendments to the Streets By-law No. 86-77 - depositing of snow on highways and streets. Mr. Firth-Eagland detailed the background of the report and stated that the intent was simply to authorize the ticketing of individuals who place snow or ice on the travelled portion of the road or obstruct the drainage to any drain or sewer or obstruct access to any fire hydrant.

The Committee expressed concern that home owners shovelling their driveways and sidewalks would be effected by this By-law and subject to harassment by City staff. Mr. Pavelka responded that this was not the intent of the amendment, and that it was directed at Commercial Operators clearing large areas on to the travelled portion of public roadways.

Following brief discussion, the Committee approved the following amended recommendation:

- (a) That the City Solicitor be authorized to apply to the Chief Judge of the Provincial Court for approval of short form wording regarding the depositing of snow on highways and streets; and,
- (b) That upon receipt of Provincial Court approval, the City's Chief Noise Control Officer be authorized to administer and issue tickets in the amount of \$105. to individuals operating snow removal vehicles in contravention of the City's Streets By-Law No. 86-77, respecting the depositing of snow and ice on highways and streets; and,
- (c) That the Streets By-Law No. 86-77, Section 7, Sub-Section 5, concerning the manner of removal of snow from private properties be amended to read as follows:

"While clearing snow, no person shall cause, permit or allow the placing or depositing of snow or ice on the travelled portion of any highway or obstruct drainage to any drain or sewer or obstruct access to any fire hydrant".

4. CHAIRMAN'S REPORT

Information on Alleys, Road Closures, Development Control and Encroachments. Discussion on Net Savings by Transferring back to City.

The Chairman addressed the Committee on the subject matter and indicated that the City pays the Region in the order of \$367,000. per year to oversee Alleys, Road Closures, Encroachments, Development Control, etc., and that there was a potential savings and procedural stream-lining by having these activities transferred to the Public Works Department in the City of Hamilton. Subsequently, the Committee approved the following recommendation:

That the Director of Public Works be directed to report back on the potential savings and procedural stream-lining of having the alley and road closures, development control and encroachments transferred from the Region back to the City of Hamilton's Public Works Department.

5. OTHER BUSINESS

The Committee agreed to move In-Camera to discussion the Private and Confidential Report respecting the Two-Man Sanitation Crews.

Following the In-Camera session the Committee moved out of Camera and approved the following recommendation:

That staff be directed to continue negotiations with C.U.P.E. Local 5 on the issue of Three-Man to Two-Man Sanitation Crews.

Note: Alderman Merling recorded as opposed.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1994 January 31

KCC/dbm

3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 24

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

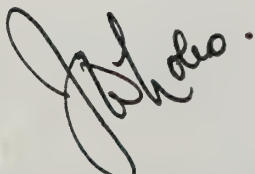
SUBJECT:

Local Road Functions from the Region to the City: Development Control, Encroachments and Road Closures

RECOMMENDATION:

- a) That the administration of Development Control, Road Closures and Encroachments be transferred from the Region's Roads Department to the City of Hamilton, Public Works Department, effective 2 May, 1994.
- b) That the following positions be created in the Public Works Department and filled in accordance with past practice when there has been a transfer of functions between the City of Hamilton and the Regional Municipality of Hamilton-Wentworth:

Project Manager (Development)
Development Co-ordinator (Transportation)
Land Development Technologist
Road Programming Technician
- c) That the title of the position of Operations Engineer (Public Works) be changed to Manager, Programming and Development.
- d) That the job descriptions for the positions listed in b) and c) above be forwarded to the Commissioner of Human Resources.



D. Lobo
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed transfer of local road functions should result in a net annual savings of approximately \$80,000 in the City's Current Budget. The City will receive revenue from each road closure application fee. In 1993 the Region retained \$2,642 in road closure applications fees. If the transfer of local road functions causes a reduction in Regional staff in City Hall, the City could lose revenue from office space leased by the Region. The current annual lease rate is \$14.30 per square foot. The transfer should also result in efficiencies in the development control, encroachment and road closure process since these duties will be performed by staff devoted to City matters only. It is recommended that all office equipment that is currently utilized by the various job functions be transferred to the City.

Current Staffing - Regional Roads Department

Development Control, Encroachments and Road Closures - there are presently three engineers, eight technologists, one technician, two clerks and one student performing these functions for the Region (fifteen staff). However, since their duties also include Regional matters, a realistic full time equivalent would be eight staff dedicated to City matters.

The current staff complement was established in 1989 when activity relating to development matters was at a significantly higher level than 1993 levels. Therefore a reduction of the full time equivalent staff members could be recommended without a loss in efficiencies. In the event that development activity increases, the need for additional staff would be addressed when the work load could not be handled economically with the proposed staff complement in the Public Works Department. We are not recommending the transfer of Railway Matters, Bridge Maintenance and Rehabilitation, Surveys and Streetlighting from the Region since savings to the City would not be realized with these transfers.

Proposed Staffing - Public Works Department

The following positions would be created in the Public Works Department as a result of the proposed transfer:

Project Manager (Development)
Development Co-ordinator (Transportation)
Land Development Technologist
Road Programming Technician

A proposed organizational chart is attached.

BACKGROUND:

On January 31, 1994, the Transport and Environment Committee directed staff to prepare a report on the transfer of local road functions from the Region to the City for Development Control, Encroachments and Road Closures.

In January 1980, the Region took over the engineering, design and construction of City roads, sidewalks and ancillary facilities.

In 1991, the position of Transportation Planning Engineer (Roads) now Operations Engineer was transferred to the City from the Region. The following responsibilities accompanied this transfer:

1. Programming and administration of the City's Reconstruction and Local Improvement Programs.
2. Preparation of the Capital and Current Budget for the City street system, including pedestrian paths, wheelchair ramps, slurry seal program, mountable curb replacements, catch basin construction to alleviate ponding problems on roadways and streetlighting.
3. Administration of public alleys and walkways.
4. Administration of the Road Needs Study which is a requirement of the Ministry of Transportation.

Presently the Region 's Roads Department performs the following functions for the City of Hamilton:

- i) Designing and Supervising of the Construction of Improvements to the Local Road System (Capital Budget) - All improvements and work on the local road system including estimate preparation, full design, tendering and contract supervision and administration services. The Region invoices the City for design engineering, construction supervision and administration and 7% overhead charges.
- ii) Surveys and Roadway Widenings - The responsibility for the acquisition of lands required for widening or altering local roads rests with the Property Department, Public Works Department and Law Department. The legal surveys required are performed by the Regional Surveyor. All engineering survey work is performed by the Region.
- iii) Railway Matters - All matters pertaining to Railways in the City of Hamilton, including rehabilitation of railway crossings on local roads and administration of automatic protection system charges for level crossings on City streets.
- iv) Bridge Maintenance and Rehabilitation - the administration of functions pertaining to the maintenance and rehabilitation of City bridges.

- v) Streetlighting - The Region is responsible for the maintenance of decorative lighting installed under the Downtown Action Plan.
- vi) Development Control - All municipal engineering functions related to the planning process are performed by the Region. This includes providing advice on zoning, severance and minor variance applications and dealing with neighbourhood plans, subdivision agreements and site plan agreements.
- vii) Surface Drainage - Processing and reviewing lot grading, paving of parking lots, improvements to water courses, subdivision drainage and drainage complaints are dealt with by the Region.
- viii) Administration - All administration regarding routine permits and approvals associated with the road system. These include: overweight/width/height permits, pavement cut permits, encroachment permits and agreements, public utility "Municipal Consent" permits and temporary occupation of road allowance permits. The Roads Department assists the Traffic and Public Works Department in the enforcement of the Streets By-Law by investigating complaints in the field and through correspondence directing compliance with the By-Law.

The general duties that would accompany the transfer of local road functions would include the following:

Development Control

Co-ordination and implementation of subdivision agreements for City land development. Review and verify subdivision design for compliance with municipal standards. Review and approval of land drainage in subdivisions, site plans, zoning and severance applications. Investigation and resolution of drainage problems. Review of development applications as they pertain to transportation matters. Undertaking or directing transportation studies required as a result of development activity. Supervision of the construction of municipal services in subdivisions.

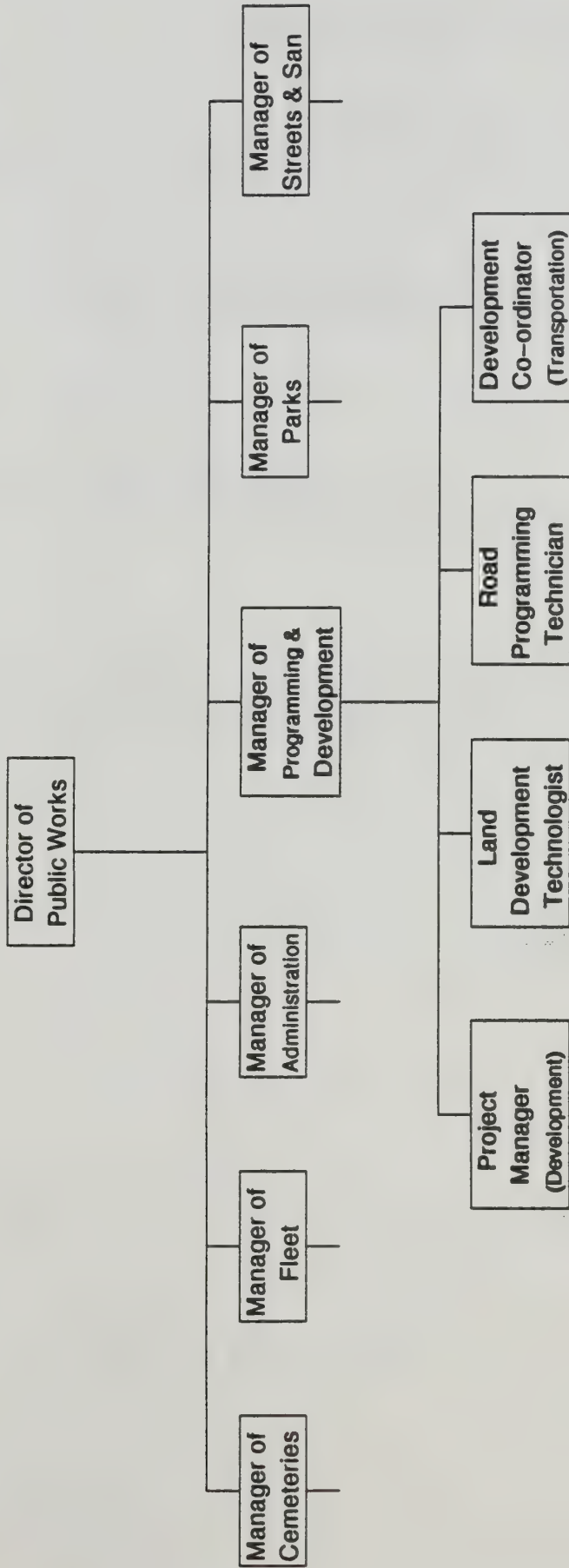
Encroachments and Road Closures

Administration of the City's Streets By-Law. Process and obtain approval of road allowance, alley and walkway closures. Co-ordinate and obtain approval on the use of City road allowance for special events, encroachments and banner applications.

RPM
RPM:jh
Attch.

c.c. J. G. Pavelka, P.Eng.
Chief Administrative Officer
J. Johnston, Commissioner of Human Resources
D. W. Vyce, Director of Property
A. Ross, City Treasurer
P. Noé Johnson, City Solicitor

PUBLIC WORKS DEPARTMENT



1994 - February

CITY CLERK'S DEPARTMENT

MEMORANDUM

4(a)

**TO: Kevin C. Christenson, Secretary
Transport and Environment Committee**

YOUR FILE:

**FROM: J. J. Schatz
City Clerk**

**OUR FILE:
PHONE: 546-2727**

**SUBJECT: White Goods Collection and
CFC Removal Demonstration Project**

DATE: 1994 February 24

Attached for your attention and appropriate action is a letter dated 1994 February 17 respecting Item 10 of the Hamilton-Wentworth Region's Environmental Services Committee Report 3-94 received by City Council at its meeting held 1994 February 22 and referred to the Transport and Environment Committee.



JJS:mjw

Attachment

**c. D. Lobo
Director of Public Works**



REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

OFFICE OF THE CITY CLERK

FEB 17 1994

REC. BY RF DATE _____

REF'D. TO _____ DATE _____

REF'D. TO _____ DATE _____

REF'D. TO _____ DATE _____

ACTION: FOR CITY

COUNCIL.

February 17, 1994

Mr. Joseph Schatz
Clerk - Treasurer
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council at its meeting held Tuesday, February 15, 1994, approved Item 10 of the Environmental Services Committee Report 3-94, as follows:

10. White Goods Collection and CFC Removal Demonstration Project (ENV 94-209)

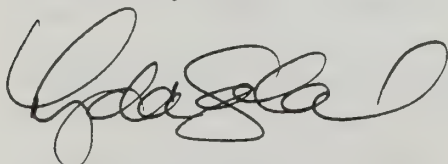
- a) That the Region retain Hotz and Sons Company Inc. to operate a CFC removal demonstration project for white goods from households within the Region, conditional on confirmation by the Ministry of the Environment and Energy of 100% funding for all operational costs;
- b) That the Region Hotz and Sons Company Inc. to operate a CFC removal program for white goods from households within the Region, conditional on the filing of the proposed CFC regulations by the Ministry of the Environment and Energy;
- c) That Hotz and Sons Company Inc. be duly authorized as the Region's "industrial partner" for the purposes of obtaining funding under the Industrial Waste Diversion Program, and that a copy of Report ENV 94-209 be forwarded to the Ministry of the Environment and Energy, Industrial Programs Unit, Waste Diversion Section, 135 St. Clair Avenue West, Toronto, Ontario M4V 1P5;

- d) That the Region's contract with Hotz and Sons Company Inc., RHW 90-72, be amended to include an additional item, namely "CFC Removal", on the Schedule of Quantities and Prices, which is to be listed at \$10 per refrigeration unit and such other clauses as may be necessary to properly implement the CFC removal program, such amendment to be in a form satisfactory to the Commissioner of Legal Services;
- e) That the Regional Chairman and Regional Clerk be authorized and directed to execute the amendment to RHW 90-72 as referred to in recommendation d) should a program be operated as pursuant to recommendations a) and b);
- f) That 1994 charges at \$10 per unit that are not covered by demonstration funding be billed directly to the area municipalities, conditional on the Province of Ontario's proposed CFC regulations becoming law at such a time as to force municipalities to comply within the 1994 budget year but after demonstration funding is no longer available;
- g) That a copy of Report ENV 94-209 be forwarded to all the area municipalities and that all area municipalities be requested to participate in the demonstration project. **Item 4.7**

Attached for your information, please find a copy of staff report ENV 94-209 entitled "White Goods Collection and CFC Removal Demonstration Project" which is the background material for this item.

Should you have any questions or concerns respecting this item, please do not hesitate to contact our office.

Yours truly,



Lynda Sohal (Ms.)
Legislative Assistant

LS/

attach.

c.c. Mr. P. J. Halliday, Senior Director, Environmental Services Department

REGION OF HAMILTON-WENTWORTH

-RECOMMENDATION-

DATE: February 1, 1994
E310-41 (P. Jensen)

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: White Goods Collection and CFC Removal Demonstration Project

ENV 94-209

RECOMMENDATIONS:

- a) That the Region retain Hotz and Sons Company Inc. to operate a CFC removal demonstration project for white goods from households within the Region, conditional on confirmation by the Ministry of the Environment and Energy of 100% funding for all operational costs;
- b) That the Region Hotz and Sons Company Inc. to operate a CFC removal program for white goods from households within the Region, conditional on the filing of the proposed CFC regulations by the Ministry of the Environment and Energy;
- c) That Hotz and Sons Company Inc. be duly authorized as the Region's "industrial partner" for the purposes of obtaining funding under the Industrial Waste Diversion Program, and that a copy of Report ENV 94-209 be sent to the Ministry of Environment and Energy, Industrial Programs Unit, Waste Diversion Section, 135 St. Clair Avenue West, Toronto, Ontario M4V 1P5;
- d) That the Region's contract with Hotz and Sons Company Inc., RHW-90-72, be amended to include an additional item, namely "CFC Removal", on the Schedule of Quantities and Prices, which is to be listed at \$10 per reffridgeration unit and such other clauses as may be necessary to properly implement the CFC removal program, such amendment to be in a form satisfactory to the Commissioner of Legal Services;

Cont'd...

White Goods Collection and CFC Removal Demonstration Project

STAFFING/LEGAL/FINANCIAL IMPLICATIONS (Cont'd):

An amendment to the contract between Hotz Environmental and the Region would be necessary in order to accommodate the removal of CFCs from fridges, freezers and air conditioners. The cost for removal of CFCs will be \$10 per refrigeration unit, and an estimate of the associated costs is attached in Appendix I.

The proposed CFC regulation has yet to become law. If and when it does, municipal collection systems must be in place in six months. Failure to comply would result in penalties under the EPA.

Neither the Region nor the area municipalities have budgeted for this expense in 1994. While it is hoped that demonstration funds will be made available for all of 1994, funds may be awarded for a specific period only and may not extend throughout the entire year. The possibility exists that the proposed regulations will become law sometime during the year, forcing municipalities to operate a separate CFC bearing white goods collection program. In the case of Hamilton-Wentworth this may require operation of the collection program after the demonstration period.

In this event, charges for CFC removal at \$10 per unit, would appear on Hotz's regular monthly invoice to the Region, but invoices for these charges would in turn be sent to the area municipalities. This proposed mode of operation would be temporary as Regional staff would, starting in the 1995 budget process, incorporate the CFC removal costs into the Household Hazardous Waste current budget for contractual services, and, if approved, direct billing of these charges would stop.

BACKGROUND:

The Province of Ontario introduced in the spring of 1993 a draft regulation to prevent the release into the atmosphere of fluorocarbon refrigerants. The Ministry of Environment and Energy (MOEE) has indicated that the regulation will become law sometime in 1994.

The proposed requirements for people (municipalities) "who collect and handle used refrigeration equipment containing fluorocarbon refrigerants for disposal and recycling" state: They can only accept used refrigeration equipment (also known as "white goods") for dismantling, disposal and recycling if it displays a tag or notice signed by a certified person that it is empty of fluorocarbon refrigerants. For municipalities this means that white goods containing CFC refrigerants may be collected without being tagged, but that the CFCs must be properly evacuated and captured (and therefore tagged) before recycling or disposal.

Cont'd...

White Goods Collection and CFC Removal Demonstration Project

BACKGROUND (Cont'd):

- capture of all CFC-bearing "white goods" for proper evacuation of CFCs.
- prevent indiscriminate dumping.

The operating strategy:

- Establishes area municipality and regional roles. These roles match the traditional collection and disposal relationships.
- Establishes a method of collection from residential generators. Separate collections for white goods would occur.
- Uses, where possible, existing elements of the current waste management system. Collections would be scheduled to match current bulk collections and transfer station drop offs would initially remain an option.
- Offers an "out" if the legislation is not passed or if compliance is not required following the demonstration. A return to existing bulk collection service could be made with no disruption to the public.

Program Delivery:

Hotz Environmental Services would receive and handle white goods containing refrigerants as part of the existing Household Hazardous Waste (HHW) program. CFCs would be properly removed from the units at Hotz's Lottridge Street location in Hamilton, after which the units would be recycled. Operating the program through Hotz is proposed for several reasons other than the need for an industrial partner:

- The MOEE is anxious to operate pilot programs during spring bulk collections, and it was necessary to begin planning early for the purpose of developing a funding proposal to the MOEE.
- CFCs, once released, are considered to be a hazardous waste. There is, therefore, a direct connection with the Region's HHW program.
- The program would be operated by a contractor with which the Region has an established administration and inspection protocol, thus minimizing impact on staff.

There are several ways in which white goods may be delivered to Hotz:

1) CURBSIDE COLLECTION

Collections would match existing bulk collection programs to prevent confusion either during

Cont'd...

APPENDIX I

WHITE GOODS DISPOSAL AND COLLECTION COST ESTIMATES

From June through December, 1993, the City of Hamilton recorded detailed information about bulk collection quantities, recording separately the amount of refrigerators, freezers, and air conditioners collected during this period.

In 6 months the City of Hamilton collected 1854 white goods containing CFCs. This represents a collection rate of 3708 units annually for the City of Hamilton (pop. 325,843) or 5,257 units annually across the Region (pop. 462,000).

Municipality	Population	Units/Yr (per day)	Disposal @ \$10/unit	Collect'n	Total Cost/Yr
Hamilton	325,843	3708 (15)	\$37,080	\$130,000	\$167,080
Ancaster	22,484	255 (25)	\$ 2,550	\$ 5,000	\$ 7,550
Dundas	22,360	254 (25)	\$ 2,540	\$ 5,000	\$ 7,540
Flamborough	30,279	344 (34)	\$ 3,440	\$ 5,000	\$ 8,440
Glanbrook	9,944	113 (9)	\$ 1,130	\$ 6,000	\$ 7,130
Stoney Creek	51,090	581 (11)	\$ 5,810	\$ 26,000	\$ 31,810

Collection estimates are subject to competing quotes, and are intended to illustrate the maximum cost impact assuming 8 hour collection days.

CITY CLERK'S DEPARTMENT

MEMORANDUM

4(b)

TO: K. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: 1994 Proposed Reduction Packages

DATE: 1994 February 14

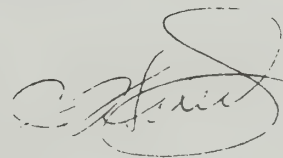
Please be advised that City Council at its special meeting on Friday, February 11, 1994, when dealing with the 1994 proposed reduction packages, referred the following packages to the Transport and Environment Committee for its consideration:

<u>Pkg #</u>	<u>Dept</u>	<u>Pkg Amt.</u>	<u>Pkg FTE's</u>	<u>Mill Rate</u> <u>% Impact</u>	<u>Description</u>
PWD24	PublicWrks	(\$512,000)	-23.00	-0.457	Sanitation Crews - 2 person crews
PWD25	PublicWrks	(\$900,000)	-25.00	-0.803	Seasonal Layoff(s)

Would you please submit this to the Committee for its consideration.

JJS/bc

c.c. J. Pavelka, Chief Administrative Officer
D. Lobo, Director, Public Works
A. Ross, Treasurer



PWD 24.

Sanitation Crews-2 Person Crews 23 FTE's Annualized Net Savings \$512,000

Service Implications:

1. Operating cost reduced by conversion of 3 man crews to 2 man crews.
2. Will not result in a significant reduction in the current level of service.

PWD 25.

Seasonal Layoffs 25 FTE's

Annualized Net Savings \$900,000

Service Implications:

1. Only three essential services will be provided during layoff; snow clearing, garbage pick up and burials.

CA 4 ON HBL A05
C51TL
1994

OFFICE OF THE CITY CLERK

MEMORANDUM

TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Mr. J. J. Schatz
City Clerk
Office of The City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: Referral from the Committee of the Whole

DATE: 1994 February 25

This is to advise that the Committee of the Whole, at its meeting held Thursday, 1994 February 24th, agreed to refer the Proposed Canada/Ontario Infrastructure Works Program to the Standing Committees of Council with the direction that each Committee review the projects under its jurisdiction and rank them in priority order.

In this regard, I am attaching herewith a Schedule of the Proposed Projects for the Infrastructure Program as they pertain to your Committee. To assist the Committee, I am also attaching a copy of the Draft Provisional 1994-2003 Capital Budget Program.

Would you please ensure that this matter is placed before the next meeting of the Transport and Environment Committee for its deliberation.



JJS/SKR
Attachments.

c.c.- Members of City Council

- Members, Management Team

URBAN M

FEB 27 1994

GOVERNMENT DOCUMENTS

The Corporation of the City of Hamilton

CANADA / ONTARIO INFRASTRUCTURE WORKS

(Thousands of Dollars)

PROPOSED PROJECTS IN RANKING ORDER

DRAFT

Schedule No. "A"

PROJ NO.	DEPT	PROJECT DESCRIPTION	Without Infrastructure				With Infrastructure Works				Cumulative NET COST	
			GROSS COST	Receipts Subsidy	Budgeted NET COST	Operating COST/ (Savings)	GROSS COST	Combined Can/Out Contributions	Sharing of Costs	NET CITY COST		JOB Creation
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(4)	(8)	(9)	(10)	(11)	(12)
TRANSPORT & ENVIRONMENT COMMITTEE:												
PROJECTS FOR CONSIDERATION:												
85.0	PWD-S	FERGUSON YARD - CONSTRUCTION - PHASE 1 & 2	320		320		320	213		107	6.6	320
81.2	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM-LOCAL ROADS(Part)	3,000	750	2,250		3,000	2,000		1,000	61.5	3,320
Total	1994 - 1995 INFRASTRUCTURE PROJECTS		3,320	750	2,570	0	3,320	2,213	0	1,107	68.1	

Note: The combined Canada-Ontario contributions available for the City of Hamilton are \$14,123,648 and the City's share of the costs \$7,061,824 giving a total of \$21,185,472.

Timing: Eligible costs after January 24, 1994 to March 1997

The Corporation of the City of Hamilton
1994-2003 PROVISIONAL CAPITAL BUDGET PROGRAM

DRAFT
Schedule No. "B"

PROJECTS BY YEAR ORDER WITH DEPARTMENT, SOURCE OF FINANCING & COSTS
(Thousands of Dollars)
DRAFT

PROJ NO.	DEPT	PROJECT DESCRIPTION	PROJECT		GROSS COST	RECEIPTS		NET FINANCING										NATURE OF	ANNUAL DEBT CHARGES	ANNUAL OPERATING COST	NOTES			
			START	FINISH		SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	FUNDING					(18)	(19)	(20)
							(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)								
(1)	(2)	(3)	1994 Projects (Other than Parking Authority):																		(21)			
1.0	IS	COMPUTER COMMUNICATIONS NETWORK REPLACEMENT	1994	1994	139		139											CL						
2.0	IS	HAND HELD PARKING TAG DATA INPUT EQUIPMENT	1994	1994	130		130											CL						
4.0	HD	MUNICIPAL NON-PROFIT HOUSING CORP - LAND BANKING	1994	1994	1,000		1,000											CL			(50)	NEW		
6.0	HD	HOUSING ON BARTON STREET	1994	1994	50		50													0				
8.0	HRC	HUMAN RESOURCE INFORMATION SYSTEM	1994	1998	1,000	500	500											CL				NEW		
9.0	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	1994	1994	400		400											DEB		79				
10.0	PROP	CUP-VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	1994	1994	70		70											DEB		63				
11.0	PROP	SCOTT PARK - RINK BOARDS	1994	1994	90		90											CL						
14.0	PROP	FARMERS MARKET - REPLACEMENT OF ROOF	1994	1994	134		134											CL						
16.0	PROP	ROSEDALE ARENA - REPLACEMENT OF ROOF	1994	1994	180		180											CL						
17.0	PROP	SCOTT PARK ARENA - REPLACEMENT OF ROOF	1994	1994	150		150											CL						
18.0	PROP	WESTMOUNT & MOUNTAIN ARENA - BOILER REPLACEMENT	1994	1994	154		154											CL						
19.0	PROP	COPPS COLISEUM - STEAM TO HOT WATER CONVERSION	1994	1994	205		205											CL						
20.0	PROP	NORMAN PINKY LEWIS - ROOF REPLACEMENT	1994	1994	125		125											DEB		32				
21.0	PROP	MAIN & NORFOLK FIRE - MECHANICAL/ELECTRICAL RETROFIT	1994	1994	100		100											RCP						
22.0	PROP	MOUNTAIN COMPOSITE - ROOF REPLACEMENT	1994	1994	65		65											RCP						
23.0	PROP	MACNAB RECREATION CENTRE - BUILDING ENVELOPE REPAIRS	1994	1994	250		250											CL						
24.1	PROP	BARRIER FREE DESIGN ACCESS - RECREATION BUILDINGS	1994	1994	394		394											DEB		39		NEW		
25.0	PROP	BARRIER FREE DESIGN ACCESS - ALL CITY OWNED BUILDINGS (PILOT PROJECT	1994	1994	300		300											DEB		62		Cost reduced by \$50,000 for project No. 108		
26.1	PROP	ENERGY CONSERVATION PROJECT	1994	1994	100		100											RCP				\$99,000 available from Ham Handicapped Loan Prog		
27.0	PROP	PROPERTY PURCHASE - GENERAL	1994	1994	190		190											CL						
68.0	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1994	1994	1,236		1,236											RPP						
70.0	ROAD	REHABILITATION OF THE PARKDALE AVENUE SOUTH BRIDGE	1994	1994	397	99	298											RSTUL/RCP						
71.0	ROAD	STORM MANAGEMENT PROJECT	1994	1995	155		10	145										DEB		47	(4)	NEW		
74.0	TRAFF	PEDESTRIAN PRIORITY TRAFFIC SIGNALS	1994	1994	60	15	45											CL						
77.0	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM-LOCAL ROADS	1994	1994	7,015	1,754	5,261											RCP			(14)			
78.0	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	1994	1994	630	158	472											DEB		829				
79.0	PWD-L	EROSION CONTROL - WIRE CREEK	1994	1994	100		100											CL						
84.0	PWD-S	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1994	1994	50		50											CL				NEW		
97.0	PWD-S	QUEEN STREET STEPS - CONSTRUCTION	1994	1994	540		540											CL						
104.0	C&R	RIVERDALE RECREATION CENTRE - DESIGN ETC.	1994	1994	500		500											DEB		85				
106.1	C&R	HAMILTON PLAYSTRUCTURE REDEVELOPMENT	1994	1994	100		100											DEB		79				
107.0	C&R	DUNDURN CASTLE RESTORATIONS & W. FACADES-DOVECOTE & STABLES	1994	1995	2,726	1,000	1,726											RPL			9			
108.0	C&R	PARKDALE ARENA/OUTDOOR POOL	1994	1995	2,100	801	1,299											DEB		272		NEW		
109.0	C&R	INCH PARK ARENA AND OUTDOOR POOL	1994	1995	2,100	1,295	805											DEB		331	1	NEW - Combined with Project No. 30 & 24 part		
			1994	1995	2,100	1,295	805											DEB		331	1	NEW - Combined with Project No. 15 & 24 part		

1994 - 2003 PROVISIONAL CAPITAL BUDGET PROGRAM

DRAFT
Schedule No. "B"

PROJECTS BY YEAR ORDER WITH DEPARTMENT, SOURCE OF FINANCING & COSTS

(Thousands of Dollars)

DRAFT

PROJ	NO.	DEPT	PROJECT DESCRIPTION	PROJECT	GROSS RECEIPTS	NET FINANCING										NATURE		ANNUAL	NOTES		
(1)	(2)		(3)	START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	FUNDING	OF	ANNUAL	OPERATING
				(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	DEBT	CHARGES	COST
				1994	1994																
131.1	C&R	PUBLIC ART PROGRAMME		1994	1994	120	120											CL		NEW	(21)
132.0	C&R	CHANGE AREA/BASKET ROOM CONVERSION TO LOCKER ROOM		1994	1994	550	550											DEB	87	(250)	NEW
133.0	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME		1994	1994	587	587											RPL		38	
134.0	PWD-P	CREATIVE PLAYSTRUCTURE - NEW DEVELOPMENT		1994	1994	126	26	100										RPL		10	
135.0	PWD-P	PARKLAND ACQUISITION		1994	1994	400	400											RPL		13	Revised Provision
136.0	PWD-P	IVOR WYNNE - RENOVATIONS AND REPAIRS		1994	1994	90	90											CL			
137.0	PWD-P	CHEDOKE MOUNTAIN STEPS		1994	1994	378	378											DEB	60		
140.1	PWD-P	IVOR WYNNE STADIUM - RENOVATIONS AND REPAIRS		1994	1994	250	250											RIWS			
141.1	PWD-P	LIGHTING SAFETY - IMPROVEMENTS		1994	1994	233	233											DEB	37		
160.0	HECFI	CONVENTION CENTRE - WENTWORTH EXHIBITION HALL RENOVATIONS		1994	1994	70	70											RCP-H		(100)	
161.0	HECFI	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT		1994	1994	130	130											RCP-H			
163.0	HECFI	HAMILTON PLACE - RETROFIT/REFURBISH EXTERIOR SIGN		1994	1994	230	230											RCP-H		(70)	NEW
165.1	HECFI	HAMILTON PLACE - CASUAL FURNITURE REPLACEMENT		1994	1994	60	60											RCP-H			
169.5	HECFI	COPPS COLISEUM - CASH MANAGEMENT SYSTEM		1994	1994	130	130											RCP-H			NEW
171.0	HPL	AUTOMATED COLLECTION DEVELOPMENT - PHASE VI		1994	1994	153	153											RCP-L		17	
179.0	PWD-C	CROWN POINT EAST/MCANULTY - PHASE I		1994	1994	532	132	400										DEB	63	19	
189.0	X	GENERAL CAPITAL CONTINGENCY		1994	1994	500	500											RCP/CL			
Sub-total 1994 Projects (Other than Parking Authority)				(Net Cost		22,790)	27,474	4,684	20,541	2,249	0	0	0	0	0	0	0		2,496	(380)	
1995 - 2003 Projects (Other than Parking Authority):																					
3.1	IS	COMPUTER SOFTWARE		1995	1995	150		150										CL		30	
5.0	HID	MUNICIPAL NON-PROFIT HOUSING CORP - LAND BANKING		1995	2003	9,000	9,000														
12.1	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS		1995	1995	400		400										CL			
13.1	PROP	CUP-VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT		1995	1995	70		70										CL			
24.2	PROP	BARRIER FREE DESIGN ACCESS - RECREATION BUILDINGS		1995	1995	268		268										CL			Cost reduced by \$50,000 for project No. 109
26.2	PROP	ENERGY CONSERVATION PROJECT		1995	1995	200		200										CL			
28.0	PROP	CITY HALL - ROOF REPLACEMENT		1995	1995	330		330										CL			
29.0	PROP	MOUNTAIN ARENA - REPLACEMENT OF ROOF		1995	1995	425		425										DEB	67		
31.0	PROP	CUP - BUILDING AUTOMATION SYSTEM UPGRADE		1995	1995	154		154										CL		1	
32.0	PROP	SPLIT/BALANCE CITY HALL POWER SUPPLY FOR COMPUTER SYSTEMS		1995	1995	100		100										CL			
33.1	PROP	PROPERTY PURCHASES - GENERAL		1995	1995	300		300										RPP			REVISED PROVISION
34.0	PROP	UNINTERUPTABLE POWER SUPPLY FOR COMPUTER SYSTEMS		1995	1995	200		200										RCP	1	Revised from 1996 to 1995	
54.2	PROP	CENTRAL FIRE - REPLACE FLAT ROOFS		1995	1995	75		75										RCP		NEW	
54.3	PROP	WEST AVENUE SCHOOL - RETROFIT HEATING SYSTEM		1995	1995	170		170										CL		NEW	
60.0	HSPCA	CAPITAL CONSTRUCTION GRANT - HSPCA HEADQUARTERS		1995	1996	5,000	2,500		1,250	1,250								DEB/ResH	356		Revised City contribution from 1994 to 1995
69.1	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS		1995	1995	1,273		1,273										RSTUL/DE	161		

1994-2003 PROVISIONAL CAPITAL BUDGET PROGRAM

DRAFT
Schedule No. "B"

PROJECTS BY YEAR ORDER WITH DEPARTMENT, SOURCE OF FINANCING & COSTS

(Thousands of Dollars)

DRAFT

PROJ NO.	DEPT	PROJECT DESCRIPTION	PROJECT		GROSS RECEIPTS		NET FINANCING										NATURE OF FUNDING	ANNUAL DEBT CHARGES	ANNUAL OPERATING COST	NOTES			
			START (4)	FINISH (5)	COST (6)	SUBSIDY (7)	1994 (8)	1995 (9)	1996 (10)	1997 (11)	1998 (12)	1999 (13)	2000 (14)	2001 (15)	2002 (16)	2003 (17)					(18)	(19)	(20)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)			
75.0	TRAFF	PEDESTRIAN PRIORITY TRAFFIC SIGNALS	1995	1995	60	15		45									CL						
80.1	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	1995	1995	650	163		487									CL						
81.1	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROADS	1995	1995	7,225	1,806		5,419									DEB	854					
85.0	PWD-S	FERGUSON YARD - CONSTRUCTION - PHASE 1 & 2	1995	1996	320			150	170								DEB	50		Project No. 85 & 90 combined			
87.0	PWD-S	SNOW BLOWERS MOUNTED	1995	1995													RDC						
88.1	PWD-S	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1995	1995	139			139									RDC						
89.0	PWD-S	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	1995	1995	50			50									RCP						
105.0	C&R	RIVERDALE RECREATION CENTRE - CONSTRUCTION	1995	1995	140			140									RDC			81			
106.2	C&R	HAMILTON PLAYSTRUCTURE REDEVELOPMENT	1995	1996	6,100	1,830		2,000	2,270								DEB	673	540	REVISED SUBSIDY			
113.0	C&R	WADING POOL CONVERSIONS	1995	1995	100			100									RPL			9			
131.2	C&R	PUBLIC ART PROGRAMME	1995	1995	110			110									RCP			5			
138.0	PWD-P	GORE PARK WALKWAY RESTORATION	1995	1995	120			120									RCP				NEW		
139.0	PWD-P	HARBOURFRONT PARK IMPROVEMENTS	1995	1995	315			315									CL						
140.2	PWD-P	IVOR WYNNE STADIUM - RENOVATIONS AND REPAIRS	1995	1996	1,482			972	510								DEB	233	40	NEW			
142.1	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	1995	1995	150			150									CL			0			
143.1	PWD-P	CREATIVE PLAYSTRUCTURE - NEW DEVELOPMENT	1995	1995	600			600									RPL			38			
144.1	PWD-P	PARKLAND ACQUISITION	1995	1995	126	26		100									RPL			10	NEW		
150.0	PWD-P	HAMILTON BEACH BREEZEWAY MASTER PLAN - IMPLEMENTATION	1995	1995	400			400									RPL			13	REVISED PROVISION		
161.1	HECTI	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	1995	1997	4,500	4,500															50		
162.0	HECTI	HAMILTON PLACE - ADDL. FUNDING FOR SOUND REINFORCEMENT SYSTEM	1995	1995	120			120									RCP-H						
165.2	HECTI	HAMILTON PLACE - CASUAL FURNITURE REPLACEMENT	1995	1995	240			240									RCP-H				NEW		
166.0	HECTI	HAMILTON PLACE - REPLACEMENT OF SEATING, GREAT HALL	1995	1995	60			60									RCP-H						
167.0	HECTI	HAMILTON PLACE - REPLACEMENT OF SEATING, GREAT HALL	1995	1996	540			340	200								RCP-H						
172.0	HECTI	CONVENTION CENTRE - CARPET REPLACEMENT	1995	1995	240			240									RCP-H				NEW		
189.1	HPL	AUTOMATED COLLECTION DEVELOPMENT - PHASE VII	1995	1995	240			240									RCP-H						
	X	GENERAL CAPITAL CONTINGENCY	1995	1995	105			105									RCP-L			15			
3.2	IS	COMPUTER SOFTWARE	1995	1995	500			500									RCP/L						
12.2	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	1996	1996	150			150									CL			30			
13.2	PROP	CUP - VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	1996	1996	500			500									CL						
24.3	PROP	BARRIER FREE DESIGN ACCESS - RECREATION BUILDINGS	1996	1996	80			80									CL						
26.3	PROP	ENERGY CONSERVATION PROJECT	1996	1996	188			188									CL						
33.2	PROP	PROPERTY PURCHASES - GENERAL	1996	1996	100			100									CL				Cost reduced by \$62,000 for project No. 116 & 121		
35.1	PROP	PROPERTY PURCHASES - GENERAL	1996	1996	300			300									CL						
36.0	PROP	CONVERT AIR CONDITIONING EQUIPMENT FROM GFC11 TO SUVA-123	1996	1996	164			164									RPP						
37.0	PROP	COPPS COLISEUM - MAJOR OVERHAUL - REFRIGERATION & A/C EQUIPMENT	1996	1996	236			236									CL						
38.0	PROP	CITY HALL - REPLACE EXISTING CHILLERS & ASSOCIATED EQUIPMENT	1996	1996	333			333									CL						
39.0	PROP	DUNDURN CASTLE - HOT WATER BOILER SYSTEM	1996	1996	130			130									DEB	56					
	PROP	CHEDOKE GOLF CLUBHOUSE - REROOFING	1996	1996	40			40									CL						
61.0	FIRE	PUBLIC SAFETY TRUNKING RADIO - INCREASED COST	1996	1996	420			420									CL			NEW			
			1996	1996	420			420									DEB	66		Revised from 1994 - 1995 to 1996			

Cost reduced by \$62,000 for project No. 116 & 121

1994 – 2003 PROVISIONAL CAPITAL BUDGET PROGRAM

DRAFT
Schedule No. "B"

PROJECTS BY YEAR ORDER WITH DEPARTMENT, SOURCE OF FINANCING & COSTS

(Thousands of Dollars)

DRAFT

PROJ NO.	DEPT (2)	PROJECT DESCRIPTION (3)	NET FINANCING										NATURE OF FUNDING		ANNUAL DEBT CHARGES (20)	ANNUAL OPERATING COST (21)		
			PROJECT		GROSS RECEIPTS								FUNDING	DEB				
			START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999					2000	2001
(1)			(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
62.0	FIRE	FIRE STATION – WOODWARD & MELVIN – CONSTRUCTION	1996	1997	3,660				300	3,360								
69.2	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1996	1996	1,311				1,311									
76.1	TRAFF	TRAFFIC SIGNALS	1996	1996	79	20			59									
80.2	PWD – L	CITY'S SHARE OF LOCALS – RESIDENTIAL	1996	1996	670	168			502									
81.2	PWD – L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM – LOCAL ROADS	1996	1996	7,445	1,861			5,584									
86.0	PWD – S	SUBDIVISION STREET SWEEPER	1996	1996	180				180									
88.2	PWD – S	UPGRADING MAINTENANCE DEPOTS – CONSTRUCTION	1996	1996	50				50									
91.0	PWD – S	SNOW BLOWERS MOUNTED	1996	1996	144				144									
92.0	PWD – S	MOTOR VEHICLE REQUIREMENTS – SIGNALS AND HOISTS	1996	1996	60				60									
106.3	C&R	HAMILTON PLAYSTRUCTURE REDEVELOPMENT	1996	1996	100				100									
116.0	C&R	CORONATION ARENA AND OUTDOOR POOL	1996	1997	2,228				856	1,372								
131.3	C&R	PUBLIC ART PROGRAMME	1996	1996	120				120									
140.3	PWD – P	IVOR WYNNE STADIUM – RENOVATIONS AND REPAIRS	1996	1996	90				90									
142.2	PWD – P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	1996	1996	600				600									
143.2	PWD – P	CREATIVE PLAYSTRUCTURE – NEW DEVELOPMENT	1996	1996	126	26			100									
144.2	PWD – P	PARKLAND ACQUISITION	1996	1996	400				400									
151.0	PWD – P	LANDSCAPING – STORM WATER MANAGEMENT FACILITY – HARBOURFRONT	1996	1996	278				278									
161.2	HECFI	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	1996	1996	220				220									
164.0	HECFI	HAMILTON CONVENTION CENTRE – ROOF REPLACEMENT	1996	1996	350				350									
173.0	HPL	AUTOMATED COLLECTION DEVELOPMENT – PHASE VIII	1996	1996	108				108									
174.0	HPL	CENTRAL LIBRARY RENOVATIONS – PHASE II	1996	1996	340				340									
180.0	PWD – C	CROWN POINT EAST/MCANULTY – PHASE II	1996	1996	532	132			400									
189.2	X	GENERAL CAPITAL CONTINGENCY	1996	1996	500				500									
7.0	HD	UPGRADE OF ADA PRITCHARD AND MACASSA PARK APARTMENTS	1997	1998	1,339				1,060	279								
12.3	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	1997	1997	500				500									
13.3	PROP	CUP – VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	1997	1997	80				80									
33.3	PROP	PROPERTY PURCHASES – GENERAL	1997	1997	300				300									
35.2	PROP	CONVERT AIR CONDITIONING EQUIPMENT FROM CFC11 TO SUVA – 123	1997	1997	177				177									
40.0	PROP	CHEDOKO GOLF CLUBHOUSE – BUILDING ENVELOPE REFURBISHING	1997	1997	150				150									
42.0	PROP	HILL PARK – POOL MECHANICAL/ELECTRICAL REFURBISHING	1997	1997	300				300									
43.0	PROP	CITY HALL – BOILER REPLACEMENT	1997	1997	150				150									
45.0	PROP	HAMILTON PLACE – PUMP REPLACEMENT	1997	1997	50				50									
46.0	PROP	SUMMERS LANE – SPRINKLER REPLACEMENT	1997	1997	70				70									
47.0	PROP	MACNAB STREET TRUCK TUNNEL – RAMP HEATING	1997	1997	70				70									
59.6	PROP	PROVISION FOR SPRINKLER SYSTEM – CITY BUILDINGS	1997	1997	750				750									
63.0	FIRE	FIRE STATION – RAY STREET – DESIGN	1997	1997	300				300									
65.0	FIRE	SECOND APPARATUS DOOR AT TWO FIRE STATIONS	1997	1997	108				108									

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(Thousands of Dollars)

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PROJ NO.	DEPT	PROJECT DESCRIPTION	PROJECT										NET FINANCING		NATURE OF DEBT	ANNUAL OPERATING CHARGES	ANNUAL COST	NOTES
			START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001				
			(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)				
(1)	(2)	(3)																(21)
69.3	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1997	1997	1,351					1,351					RSTU/CL			
72.1	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	1997	1997	90					90					CL			
73.0	ROAD	REPLACEMENT OF VALLEY INN ROAD BRIDGE	1997	1997	855	624				231					CL		1	
76.2	TRAFF	TRAFFIC SIGNALS	1997	1997	80	20				60					CL			
80.3	PWD – L	CITY'S SHARE OF LOCALS – RESIDENTIAL	1997	1997	690	173				517					CL			
81.3	PWD – L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM – LOCAL ROADS	1997	1997	7,670	1,918				5,752					DEB	906		
88.3	PWD – S	UPGRADING MAINTENANCE DEPOTS – CONSTRUCTION	1997	1997	50					50					CL			
106.4	C&R	HAMILTON PLAYSTRUCTURE REDEVELOPMENT	1997	1997	100					100					RPL		9	
117.0	C&R	INTEGRATED PLAYSTRUCTURE FOR GAGE PARK	1997	1997	75					75					RPL		2	
142.3	PWD – P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	1997	1997	600					600					RPL		38	REVISED PROVISION
143.3	PWD – P	CREATIVE PLAYSTRUCTURE – NEW DEVELOPMENT	1997	1997	126	26				100					RPL		10	NEW
144.3	PWD – P	PARKLAND ACQUISITION	1997	1997	400					400					RPL		13	REVISED PROVISION
156.0	PWD – P	WATER TRUCK – TRAFFIC ISLAND PROGRAMME	1997	1997	98					98					CL		11	NEW
161.3	HECT1	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	1997	1997	245					245					RCP – H			
182.0	PWD – C	STIPLEY SOUTH NEIGHBOURHOOD	1997	1997	532	132				400					CL		19	
189.3	X	GENERAL CAPITAL CONTINGENCY	1997	1997	500					500					RCP/CL			
12.4	PROP	MAIOR MAINTENANCE TO CIVIC BUILDINGS	1998	1998	600					600					CL			
13.4	PROP	CUP – VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	1998	1998	90					90					CL			
33.4	PROP	PROPERTY PURCHASES – GENERAL	1998	1998	300					300					RPP			
35.3	PROP	CONVERT AIR CONDITIONING EQUIPMENT FROM CFC11 TO SUVA – 123	1998	1998	177					177					CL			
48.0	PROP	LAWFIELD ARENA – REROOFING	1998	1998	160					160					CL		NEW	
49.0	PROP	CENTRAL FIRE – MECHANICAL/ELECTRICAL REPAIRISHING	1998	1998	250					250					CL		NEW	
50.0	PROP	CENTRAL MEMORIAL – MECHANICAL/ELECTRICAL UPGRADE	1998	1998	150					150					CL		NEW	
51.0	PROP	HP LIBRARY – FIRE PANEL/PUBLIC ADDRESS SYSTEM REPLACEMENT	1998	1998	175					175					CL		NEW	
52.0	PROP	BALFOUR ESTATE – BUILDING ENVELOPE RESTORATION	1998	1998	200					200					CL		NEW	
54.0	PROP	HAMILTON PLACE – PIPING MODIFICATION TO MAIN HEATING SYSTEM	1998	1998	75					75					CL		NEW	
54.1	PROP	MARKET/LIBRARY RE – ROOFING PHASE 2	1998	1998	250					250					CL		NEW	
64.0	FIRE	FIRE STATION – RAY STREET – CONSTRUCTION	1998	1999	3,470					1,000	2,470				DEB	547		Revised from 1997 to 1998 – 1999
69.4	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1998	1998	1,391					1,391					RSTU/CL			
72.2	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	1998	1998	93					93					CL			
76.3	TRAFF	TRAFFIC SIGNALS	1998	1998	82	20				62					CL		1	
80.4	PWD – L	CITY'S SHARE OF LOCALS – RESIDENTIAL	1998	1998	710	178				532					CL			
81.4	PWD – L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM – LOCAL ROADS	1998	1998	7,900	1,975				5,925					DEB/CL	855		
88.4	PWD – S	UPGRADING MAINTENANCE DEPOTS – CONSTRUCTION	1998	1998	50					50					CL			
93.0	PWD – S	SUBDIVISION STREET SWEEPER	1998	1998	200					200					RDC		48	
94.0	PWD – S	REFUSE PACKER – 25 CUBIC YARD, HIGH DENSITY	1998	1998	200					200					RDC		81	
96.0	PWD – S	SANDER WING PLOW UNIT	1998	1998	135					135					RDC		10	

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(Thousands of Dollars)

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PROJ NO.	DEPT (2)	PROJECT DESCRIPTION (3)	PROJECT		GROSS RECEIPTS		NET FINANCING										NATURE OF FUNDING		ANNUAL DEBT CHARGES COST (20)	ANNUAL OPERATING COST (21)
			START (4)	FINISH (5)	COST (6)	SUBSIDY (7)	1994 (8)	1995 (9)	1996 (10)	1997 (11)	1998 (12)	1999 (13)	2000 (14)	2001 (15)	2002 (16)	2003 (17)	PUNDING	OF		
106.5	C&R	HAMILTON PLAYSTRUCTURE REDEVELOPMENT	1998	1998	100						100						RPL	9		
111.0	C&R	HAMILTON AQUATIC CENTRE – CONSTRUCTION	1998	2000	14,900	9,933					4,967						DEB	783	550	REVISED SUBSIDY OR PRIVATE FUNDING
140.4	PWD–P	IVOR WYNNE STADIUM – RENOVATIONS AND REPAIRS	1998	1998	90						90						CL		NEW	
141.2	PWD–P	LIGHTING SAFETY – IMPROVEMENTS	1998	1998	46						46						CL		NEW	
142.4	PWD–P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	1998	1998	600						600						RPL		38	REVISED PROVISION
143.4	PWD–P	CREATIVE PLAYSTRUCTURE – NEW DEVELOPMENT	1998	1998	126	26					100						RPL		10	NEW
144.4	PWD–P	PARKLAND ACQUISITION	1998	1998	400						400						RPL		13	REVISED PROVISION
148.0	PWD–P	PARKING LOT AND PATHWAY REPAIRS– VARIOUS LOCATIONS	1998	1998	1,160						1,160						CL			
152.0	PWD–P	BRIDGE REPAIR – GOLF COURSES	1998	1998	75						75						CL		NEW	
158.0	PWD–P	BRIAN TIMMIS – REPAIR	1998	1998	90						90						CL			
161.4	HECFI	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	1998	1998	375						375						RCP–H			
168.0	HECFI	HAMILTON PLACE – CARPET REPLACEMENT	1998	1998	225						225						RCP–H		NEW	
169.0	HECFI	FACILITY MANAGEMENT SYSTEM (FMS)	1998	1999	600						300	300					RCP–H		73	
181.0	PWD–C	FERGUSON AVENUE REVITALIZATION – IMPLEMENTATION	1998	1999	1,800						800	1,000					DEB	284	67	Revised from 1997–98 to 1998–99
184.0	PWD–C	PARKVIEW (EAST & WEST)	1998	1998	266	66					200						DEB	32	19	
189.4	X	GENERAL CAPITAL CONTINGENCY	1998	1998	500						500						CL/RCP			
12.5	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	1999	1999	600						600						CL			
13.5	PROP	CUP– VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	1999	1999	90						90						CL			
33.5	PROP	PROPERTY PURCHASES – GENERAL	1999	1999	300						300						RPP			
53.0	PROP	CUP – TRIMMINGS	1999	2000	6,852						3,000	3,852					DEB	1,079	(954)	NEW – Revised from 1998–99 to 1999–2000.
55.0	PROP	MAJOR ACCOMMODATION REFURBISHING – CITY HALL	1999	2000	4,500						1,500	3,000					DEB/CL	394		Revised from 1998–99 to 1999–2000
56.0	PROP	CHEDOKE GOLF CLUBHOUSE – MECHANICAL/ELECTRICAL UPGRADE	1999	1999	200						200						CL		NEW	
59.7	PROP	PROVISION FOR SPRINKLER SYSTEM – CITY BUILDINGS	1999	1999	800						800						CL		5	NEW – Project # 66, 170 & Part of 55 Combined
69.5	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1999	1999	1,433						1,433						RSTUL/CL			
72.3	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	1999	1999	96						96						CL			
76.4	TRAFF	TRAFFIC SIGNALS	1999	1999	84	21					63						CL		1	
82.1	PWD–L	CITY'S SHARE OF LOCALS – RESIDENTIAL	1999	1999	730	183					547						CL			
83.1	PWD–L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM –LOCAL ROADS	1999	1999	8,135	2,034					6,101						DEB		961	
88.5	PWD–S	UPGRADING MAINTENANCE DEPOTS – CONSTRUCTION	1999	1999	50						50						CL			
98.0	PWD–S	MOTOR VEHICLE REQUIREMENTS – SIGNALS AND HOISTS	1999	1999	66						66						RDC			
112.0	C&R	BOCCE COURT DEVELOPMENT	1999	1999	80	5					75						CL		9	Revised from 1994 to 1999
119.0	C&R	DALEWOOD RECREATION CENTRE – RETROFIT	1999	1999	538						538						CL		(5)	REVISED CONSTRUCTION START
120.0	C&R	TENNIS COURT REDEVELOPMENT	1999	1999	300						300						CL		10	Revised 1998 to 1999
140.5	PWD–P	IVOR WYNNE STADIUM – RENOVATIONS AND REPAIRS	1999	1999	90						90						CL		NEW	
142.5	PWD–P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	1999	1999	600						600						RPL		38	REVISED PROVISION
143.5	PWD–P	CREATIVE PLAYSTRUCTURE – NEW DEVELOPMENT	1999	1999	126	26					100						RPL		10	NEW
144.5	PWD–P	PARKLAND ACQUISITION	1999	1999	400						400						RPL		13	REVISED PROVISION

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PROJ NO.	DEPT	PROJECT DESCRIPTION	PROJECT			GROSS RECEIPTS			NET FINANCING										NATURE OF	ANNUAL DEBT	ANNUAL OPERATING COST	NOTES
			START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	FUNDING	CHARGES				
			(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)				(21)
(1)	(2)	(3)																				
161.5	HECT1	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	1999	1999	325							325					RCP-H					
189.5	X	GENERAL CAPITAL CONTINGENCY	1999	1999	500							500					RCP/CL					
126	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	2000	2000	700							700					CL					
136	PROP	CUP-VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	2000	2000	100							100					CL					
336	PROP	PROPERTY PURCHASES - GENERAL	2000	2000	300							300					RPP					
570	PROP	LAURIER - MECHANICAL/ELECTRICAL REFURBISHING	2000	2000	310							310					CL					
580	PROP	LAURIER RECREATION CENTRE - REROOFING	2000	2000	100							100					CL					NEW
696	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2000	2000	1,476							1,476					CL					
724	ROAD	RAILWAY CROSSING - HI RAIL INSTALLATION	2000	2000	98							98					CL					
76.5	TRAFF	TRAFFIC SIGNALS	2000	2000	88	22						66					CL					1
82.2	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2000	2000	750	188						562					CL/RCP					
83.2	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM-LOCAL ROADS	2000	2000	8,380	2,095						6,285					DEB					
88.6	PWD-S	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2000	2000	50							50					CL					
990	PWD-S	SANDER WING FLOW UNIT	2000	2000	143							143					RDC					10
1210	C&R	EASTWOOD ARENA	2000	2000	1,917							985					CL					(5) Combined with project # 24 part, delayed 2 yrs
1220	C&R	WESTMOUNT RECREATION CENTRE - RETROFIT	2000	2000	90							90					CL					
1406	PWD-P	IVOR WYNN STADIUM - RENOVATIONS AND REPAIRS	2000	2000	600							600					RPL					NEW
1426	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	2000	2000	126	26						100					RPL					10 NEW
1436	PWD-P	CREATIVE PLAYSTRUCTURE - NEW DEVELOPMENT	2000	2000	400							400					RPL					13 REVISED PROVISION
1446	PWD-P	PARKLAND ACQUISITION	2000	2000	300							300					RCP-H					
1616	HECT1	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	2000	2000	700							700					DEB					
1896	X	GENERAL CAPITAL CONTINGENCY	2000	2000	500							500					CL					
127	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	2001	2001	100							100					CL					
137	PROP	CUP-VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	2001	2001	400							400					RPP					
337	PROP	PROPERTY PURCHASES - GENERAL	2001	2001	100							100					CL					
590	PROP	HILL PARK RECREATION CENTRE - REROOFING	2001	2001	920							920					CL					NEW
598	PROP	PROVISION FOR SPRINKLER SYSTEM - CITY BUILDINGS	2001	2001	1,520							1,520					CL					5 NEW - Project # 66, 170 & Part of 55 Combined
697	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2001	2001	101							101					CL					
725	ROAD	RAILWAY CROSSING - HI RAIL INSTALLATION	2001	2001	90	22						68					CL					1
76.6	TRAFF	TRAFFIC SIGNALS	2001	2001	775	194						581					CL					
823	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2001	2001	8,630	2,158						6,472					DEB/CL					
83.3	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM-LOCAL ROADS	2001	2001	50							50					CL					
88.7	PWD-S	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2001	2001	220							220					RDC					48
1000	PWD-S	SUBDIVISION STREET SWEEPER	2001	2001	600							600					RPL					38 REVISED PROVISION
1427	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	2001	2001	126	26						100					RPL					10 NEW
1437	PWD-P	CREATIVE PLAYSTRUCTURE - NEW DEVELOPMENT	2001	2001	400							400					RPL					13 REVISED PROVISION
1447	PWD-P	PARKLAND ACQUISITION	2001	2001																		

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NO.	DEPT		START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	FUNDING	DEBT CHARGES	OPERATING COST		
(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	
161.7	HECFI	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	2001	2001	230									230			RCP-H				
185.0	PWD-C	BLAKELEY/ST. CLAIR P.R.I.D.E. PROGRAM	2001	2001	532	132								400			CL	19	Revised from 2000-2001 to 2001		
189.7	X	GENERAL CAPITAL CONTINGENCY	2001	2001	500									500			CL				
12.8	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	2002	2002	800										800		CL				
13.8	PROP	CUP- VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	2002	2002	110										110		CL				
33.8	PROP	PROPERTY PURCHASES - GENERAL	2002	2002	400										400		RPP				
69.8	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2002	2002	1,566										1,566		CL				
72.6	ROAD	RAILWAY CROSSING - HI RAIL INSTALLATION	2002	2002	104										104		CL				
76.7	TRAFF	TRAFFIC SIGNALS	2002	2002	92	23									69		CL	1			
82.4	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2002	2002	800	200									600		CL				
83.4	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM-LOCAL ROADS	2002	2002	8,890	2,223									6,667		DEB/CL	934			
88.8	PWD-S	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2002	2002	50										50		CL				
101.0	PWD-S	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	2002	2002	220										220		RDC	183			
102.0	PWD-S	MOTOR VEHICLE REQUIREMENTS - SIGNALS AND HOISTS	2002	2002	72										72		RDC				
103.0	PWD-S	SANDER WING PLOW UNIT	2002	2002	152										152		RDC	10			
132.5	C&R	HAMILTON EAST KIWANIS BOYS AND GIRLS CLUB	2002	2002	7,014	3,182									3,832		DEB	604		NEW - Revised from 1995 to 2002	
142.8	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	2002	2002	600										600		RPL	38	REVISED PROVISION		
143.8	PWD-P	CREATIVE PLAYSTRUCTURE - NEW DEVELOPMENT	2002	2002	126	26									100		RPL	10	NEW		
144.8	PWD-P	PARKLAND ACQUISITION	2002	2002	400										400		RPL	13	REVISED PROVISION		
149.0	PWD-P	TURNER PARK DEVELOPMENT PHASE II	2002	2003	5,190										2,525		DEB	818	80	NEW - INFRASTRUCTURE CONSIDERATION	
161.8	HECFI	REPLACEMENT & RENOVATION FOR FACILITIES & EQUIPMENT	2002	2002	200										200		RCP-H				
186.0	PWD-C	HUGHSON ST REDEVELOPMENT - DOWNTOWN ACTION PLAN PHASE I	2002	2002	743										743		CL		26	Revised from 2001-2003 to 2002	
188.0	PWD-C	COMMERCIAL IMPROVEMENT PROGRAMME - PHASE II	2002	2003	2,500										1,000		CL		701	NEW - Revised from 1999-2003 to 2001-2003	
189.8	X	GENERAL CAPITAL CONTINGENCY	2002	2002	500										500		CL				
12.9	PROP	MAJOR MAINTENANCE TO CIVIC BUILDINGS	2003	2003	800												CL		NEW		
13.9	PROP	CUP- VARIOUS CAPITAL REPLACEMENTS/REVISIONS & NEW EQUIPMENT	2003	2003	110												CL		NEW		
33.9	PROP	PROPERTY PURCHASE- GENERAL	2003	2003	400												RPP				
69.9	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2003	2003	1,613												CL		NEW		
72.7	ROAD	RAILWAY CROSSING - HI RAIL INSTALLATION	2003	2003	108												CL				
76.8	TRAFF	TRAFFIC SIGNALS	2003	2003	95	24											CL				
82.5	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2003	2003	820	205											CL		1		
83.5	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM-LOCAL ROADS	2003	2003	9,160	2,290											CL		NEW		
88.9	PWD-S	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2003	2003	50												DEB	1,082	NEW		
142.9	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME	2003	2003	600												CL				
143.9	PWD-P	CREATIVE PLAYSTRUCTURE - NEW DEVELOPMENT	2003	2003	126	26											RPL	38	REVISED PROVISION		
144.9	PWD-P	PARKLAND ACQUISITION	2003	2003	400												RPL	10	NEW		
157.0	PWD-P	MOUNTAIN BROW PARKLAND LANDSCAPING	2003	2003	984												RPL	13	REVISED PROVISION		
			2003	2003													CL		12	NEW	

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PROJ NO.	DEPT	PROJECT DESCRIPTION	PROJECT		GROSS RECEIPTS		NET FINANCING										NATURE OF		ANNUAL ANNUAL		NOTES
			START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	FUNDING	DEBT	OPERATING	CHARGES	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	
22002	CL	CAPITAL LEVY (1993 - \$2.2 Millions, 1994 - 2.2 Millions, 1995 - 3 Mills, 1996 - 4 Mills, 1997 - 5 Mills, 1998 & On - 6 Mills)	1994	2003		51,802	2,200	3,032	4,063	5,105	6,156	6,187	6,218	6,249	6,280	6,312					
CH102	RPP	RESERVE FOR PROPERTY PURCHASE	1994	2003		3,190	190	300	300	300	300	300	300	400	400	400				RESTRICTED	
CH201	RDC	RESERVE FOR DEVELOPMENT CHARGES	1994	2002		2,071		279	384	0	535	66	143	220	444					USE OF	
CH203	RCP	RESERVE FOR CAPITAL PROJECTS - GENERAL	1994	2003		3,235	1,111	1,007	185	347	310	0	236	0	0	39				RESERVES	
CH107	RSTUL	RESERVE FOR CITY'S SHARE - UNSUBDIVIDED LAND	1994	1999		2,195	1,000	250	250	250	250	195								- CITY POLICY	
CH201	RPL	RESERVE FOR PARKS LAND - 5% LAND DEDICATION	1994	2003		11,562	1,187	1,200	1,200	1,275	1,200	1,100	1,100	1,100	1,100	1,100					
CH202	ROSP	RESERVE FOR OFF-STREET PARKING	1994	2003		15,900	150	150	150	4,550	150	5,150	150	5,150	150	150					
CH209	HSPCA	RESERVE FOR H.S.P.C.A.	1995	1995		241		241													
CH204	RCP-L	RESERVE FOR CAPITAL PROJECTS - LIBRARY	1994	1996		366	153	105	108												
CH205	RIWS	RESERVE FOR IVOR WYNNE STADIUM - PARK IMPROVEMENTS	1994	1994		250	250														
CH206	RCP-H	RESERVE FOR CAPITAL PROJECTS - HECP1	1994	2003		5,070	620	1,000	770	245	900	625	300	230	200	180					
CH319	HHLR	HAMILTON HANDICAPPED LOAN PROGRAMME	1994	1994		99	99														
Sub - total FINANCING FROM CAPITAL LEVY AND RESERVES						95,981	6,960	7,564	7,410	12,072	9,801	13,623	8,447	13,349	8,574	8,181					
TOTAL COST TO BE FINANCED BY THE																					
ISSUANCE OF DEBENTURE			118,593	1994	2003	291,402	172,809	13,731	13,102	12,453	11,844	12,671	13,071	13,637	5,263	12,286	10,535	18,530	2,259		
LESS CITY LINE OF CREDIT - Parking Authority			0	1994	2003	14,400	14,400	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL DEBENTURE ISSUE - Municipal			118,593	1994	2003	277,002	158,409	13,731	13,102	12,453	11,844	12,671	13,071	13,637	5,263	12,286	10,535	18,530	2,259		
NOTE: THE IMPLEMENTATION OF ANY PROJECT (1995 AND AFTER) FINANCED FROM RESERVES & RESERVE FUNDS IS SUBJECT TO THE AVAILABILITY OF RESERVES & RESERVE FUNDS																					
ASSUMPTIONS: DEBENTURE INTEREST RATE - AMORTIZED OVER 10 YEARS AT 9.25% - ANNUAL PRINCIPAL AND INTEREST PAYMENT PER \$1,000 - \$157.5431208																					
195.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS-RESIDENTIAL	1994	1994		710	178	532													
196.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS-RESIDENTIAL	1995	1998		3,065	767	547	566	585	600										
197.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1999	2003		4,365	1,091					615	634	656	675	694					
Sub-total (NET OWNERS' COST - 6,104)						8,140	2,036	532	547	566	585	600	615	634	656	675	694				
TOTAL CAPITAL BUDGET PROGRAM						299,542	174,845	14,263	13,649	13,019	12,429	13,271	13,686	14,271	5,919	12,961	11,229	18,530	2,259		

The Corporation of the City of Hamilton
1994-2003 PROVISIONAL CAPITAL BUDGET PROGRAM

DRAFT
Schedule No. "B"

PROJECTS BY YEAR ORDER WITH DEPARTMENT, SOURCE OF FINANCING & COSTS

(Thousands of Dollars)

DRAFT

PROJ NO.	DEPT	PROJECT DESCRIPTION	PROJECT		GROSS COST	RECEIPTS		NET FINANCING										NATURE OF FUNDING	ANNUAL DEBT CHARGES	ANNUAL OPERATING COST	NOTES				
(1)	(2)	(3)	START (4)	FINISH (5)	(6)	SUBSIDY (7)	1994 (8)	1995 (9)	1996 (10)	1997 (11)	1998 (12)	1999 (13)	2000 (14)	2001 (15)	2002 (16)	2003 (17)	(18)	(19)	(20)	(21)					
PROJECTS FOR FUTURE CONSIDERATION (Outside the Ten-Year Plan):																									
33.0	PROP	PROPERTY PURCHASES - GENERAL (Part)	1996	2003	7,800					900	1,200	1,200	1,200	1,100	1,100	1,100		1,229		REVISED PROVISION					
44.0	PROP	FARMERS' MARKET - VESTIBULE INSTALLATION YORK ST. ENTRANCE	1997	1997	150					150								24							
67.0	FIRE	INDOOR TRAINING FACILITIES	2001	2002	5,520													870	Unknown						
114.0	C&R	RYERSON THERAPEUTIC POOL	1995	1995	525			525										83	25						
115.0	C&R	DUNDURN CASTLE RESTORATION (LANDSCAPE & GARDENER'S COTTAGE)	1999	1999	1,600							1,600								REVISED CONSTRUCTION START					
118.0	C&R	STEAM MUSEUM 1913 BUILDING RESTORATION	1997	1998	520					220	600			2,800				252	60						
123.0	C&R	MUSEUM STORAGE FACILITY AND LAB	2001	2001	4,200	1,400												129	10						
124.0	C&R	CHILDREN'S MUSEUM RE-DEVELOPMENT	2003	2004	10,200	3,400												441	400						
127.0	C&R	WHITEHERN RENOVATION	2003	2004	450	150												1,071	510	OUTSIDE 10 YEAR PLAN IN 1993 - REVISED SUBSIDY					
128.0	C&R	MILITARY MUSEUM	2003	2004	3,450	1,150												47		OUTSIDE 10 YEAR PLAN IN 1993 - REVISED SUBSIDY					
129.0	C&R	INDOOR MULTI-SPORTS COMPLEX	2003	2004	13,600	4,533												362	150	OUTSIDE 10 YEAR PLAN IN 1993 - REVISED SUBSIDY					
130.0	C&R	ARTS CENTRE	2003	2004	6,000	2,000												1,428	600	OUTSIDE 10 YEAR PLAN IN 1993 - REVISED SUBSIDY					
142.0	PWD-P	PARK DEVELOPMENT AND REDEVELOPMENT PROGRAMME (Part)	1996	2003	2,400													630	350	OUTSIDE 10 YEAR PLAN IN 1993 - REVISED SUBSIDY					
144.0	PWD-P	PARKLAND ACQUISITION (Part)	1994	2003	5,400		300											378	38	REVISED PROVISION					
145.0	PWD-P	LIGHTING-FACILITY ENHANCEMENT-VARIOUS LOCATIONS	2001	2001	788													851	13	REVISED PROVISION					
146.0	PWD-P	IRRIGATION SYSTEMS - VARIOUS LOCATIONS	1999	2001	469													124	7						
147.0	PWD-P	CHEDOKE GOLF/SKI IMPROVEMENTS	1999	2000	569							160	250	59				74							
153.0	PWD-P	RELOCATE MARTIN GOLF COURSE - CHEDOKE	1998	1998	620							569						90							
154.0	PWD-P	PEDESTRIAN/BICYCLE LINKAGE COOTES PARADISE TO HARBOURFRONT PARK	1995	1995	2,323			2,323										98		NEW					
155.0	PWD-P	SOCCER FACILITIES DEVELOPMENT	1998	2000	382													366	40	NEW					
175.0	HPL	COLLECTION DEVELOPMENT	1997	2001	1,526						164	114	104					60	5	NEW					
178.0	PLAN	PROPERTY ACQUISITION PROGRAM - ALPHA EAST ENCLAVE	1998	1998	1,300	155				276	290	305	320	335				240	225	OUTSIDE 10 YEAR PLAN IN 1993					
183.0	PWD-C	DOWNTOWN ACTION PLAN INTERCONNECTING STREETS - PHASE VI	1998	2001	800						1,145							180		ADVANCED FROM 2001 TO 1998					
187.0	PWD-C	HUGHSON ST REDEVELOPMENT - DOWNTOWN ACTION PLAN PHASE II	2002	2004	765						200	200	200	200	220	545		121	21	OUTSIDE 10 YEAR PLAN IN 1993					
Sub-total					No Specific Funding Recommended					(NET CITY COST - 58,869)															
					71,657	12,788	300	3,348	700	2,446	5,119	5,048	2,974	9,702	4,220	25,012			9,274	2,481					

DRAFT
Schedule No. "B"

(Thousands of Dollars)

PROJ NO.	DEPT (1)	PROJECT DESCRIPTION (2)	(3)	GROWTH RELATED PROJECTS FOR FUTURE CONSIDERATION (Outside the Ten - Year Plan):										NOTES (21)						
				PROJECT		GROSS RECEIPTS		NET FINANCING							NATURE OF ANNUAL DEBT					
				START	FINISH	COST	SUBSIDY	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	FUNDING	CHARGES	ANNUAL OPERATING COST
				(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
125.0	C&R	SOUTH/EAST MOUNTAIN RECREATION CENTRE		2003	2004	12,600	4,200										8,400		1,323	700
126.0	C&R	SOUTH/WEST MOUNTAIN RECREATION CENTRE		2003	2004	12,800	4,266										8,534		1,344	700
176.0	HPL	NEW LIBRARY BRANCH CONSTRUCTION - SOUTH EAST MOUNTAIN		2003	2004	8,349	2,783										5,566		877	1,111
177.0	HPL	NEW LIBRARY BRANCH CONSTRUCTION - SOUTH WEST MOUNTAIN		2003	2004	5,606	1,869										3,737		589	695
Sub-total		Availability of Funding from Development Char.(NET CITY COST - 26,237)				39,355	13,118	0	0	0	0	0	0	0	0	0	26,237		4,133	3,206

GROWTH RELATED PROJECT - TIMING DEPENDS ON THE AVAILABILITY OF FUNDING FROM THE RESERVE FOR DEVELOPMENT CHARGES. BUDGET AS PROPOSED REFLECTS PROJECTED DEVELOPMENT CHARGES.

15.0	PROP	INCH PARK POOL – POOL FILTRATION RENOVATIONS	1994	1994	439
30.0	PROP	PARKDALE POOL – POOL FILTRATION RENOVATION	1995	1995	448
41.0	PROP	CORONATION POOL – POOL FILTRATION RENOVATION	1997	1997	470
54.2	PROP	CENTRAL FIRE – REPLACE FLAT ROOFS	1995	1995	5
54.3	PROP	WEST AVENUE SCHOOL – RETROFIT HEATING SYSTEM	1995	1995	10
55.0	PROP	MAJOR ACCOMMODATION REFURBISHING – CITY HALL	1998	1999	500
66.0	FIRE	RETROFIT FOUR FIRE STATIONS WITH SPRINKLER SYSTEMS	1999	1999	1,070
90.0	PWD-S	FERGUSON YARD – CONSTRUCTION – PHASE 2	1995	1995	170
95.0	PWD-S	BRAMPTON STREET YARD CONSTRUCTION	1998	1999	1,050
110.0	C&R	HAMILTON-SCOURGE PROJECT	1994	1994	110
170.0	HECFI	HAMILTON PLACE – SPRINKLER SYSTEM	1994	1994	900
					5,172

Not Required: \$74,000 (Council 30–Nov–93) approved out of existing Work – in – progress accounts savings.
Combined with Project # 59.6, # 59.7, # 59.8

C&R	CULTURE AND RECREATION	HRC	HUMAN RESOURCE CENTRE
ENG	REGIONAL TRANSPORT/ ENVIRONMENTAL SERVICES GROUP	HSPCA	THE HAMILTON SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS
HD	HOUSING DEPARTMENT	IS	INFORMATION SYSTEMS DEPARTMENT
HECFI	HAMILTON ENTERTAINMENT AND CONVENTION FACILITIES INC	PA	PARKING AUTHORITY
		PLAN	PLANNING DEPARTMENT

02/18/94 (FILED Na. NRACAP BUDGT 9403RJ BB)



6.

CITY COUNCIL
HAMILTON, CANADA

Alder _____

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

14 February 1994

Alderman H. Merling, Chairman
Transport & Environment Committee

Dear Alderman Merling:

RE: CRESCENT OIL, 136 CANNON ST. WEST, HAMILTON

I would like this matter placed on the agenda of the next Transport & Environment Committee to discuss when the residents can appear as a delegation.

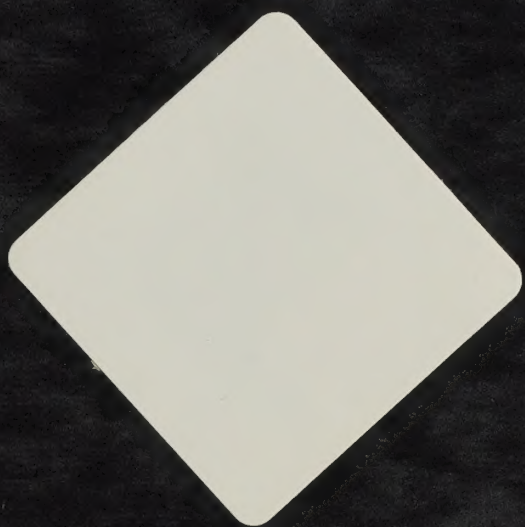
Thank you for your consideration in this important matter.

Sincerely,

Vince Agro
Alderman, Ward 2

VJA:sn

✓ c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee



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